

CHAINING-NOTES

BOOK NO. 8

M.P. 1038 TO M.P. 1086



A.T. & S.F. Coast Line.



VALLEY DIV.

Santa Fe
FIELD BOOK

FORM 1928

W. G. L. CO. 1-10 500 BKS.

2

FOR C.R.L. RY. COMMISSION

By R.D. K. K. K. - A.B. D. D.

Dec. 19 12 to Jan. 20 13.

CERTIFICATE

I HEREBY CERTIFY THAT THE
FOLLOWING MEASUREMENTS
AS MADE BY ME FROM MILE
POST 1038 TO MILE POST 1086
ON THE A. T. & S. F. RY., COAST
LINES, BEGINNING ON THE
19 DAY OF
December 1912, AND
ENDING ON THE 20th
DAY OF January 1913,
ARE CORRECT.

J. D. Kinnie

TRANSITMAN OR LEVELMAN

A. D. Boyd

RODMAN

RODMAN

CHAINMAN

CHAINMAN

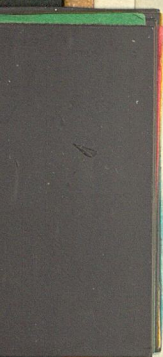
CHAINMAN

APPROVED, J. B. Skeen

ENGINEER IN CHARGE

$$\begin{array}{r}
 76570^{\circ} \\
 1240 \\
 \hline
 90360 \\
 95+013 \\
 300 \\
 \hline
 92630
 \end{array}$$

$$\begin{array}{r}
 38 \\
 37 \\
 \hline
 11 \\
 114 \\
 \hline
 1254
 \end{array}
 \quad 1264$$



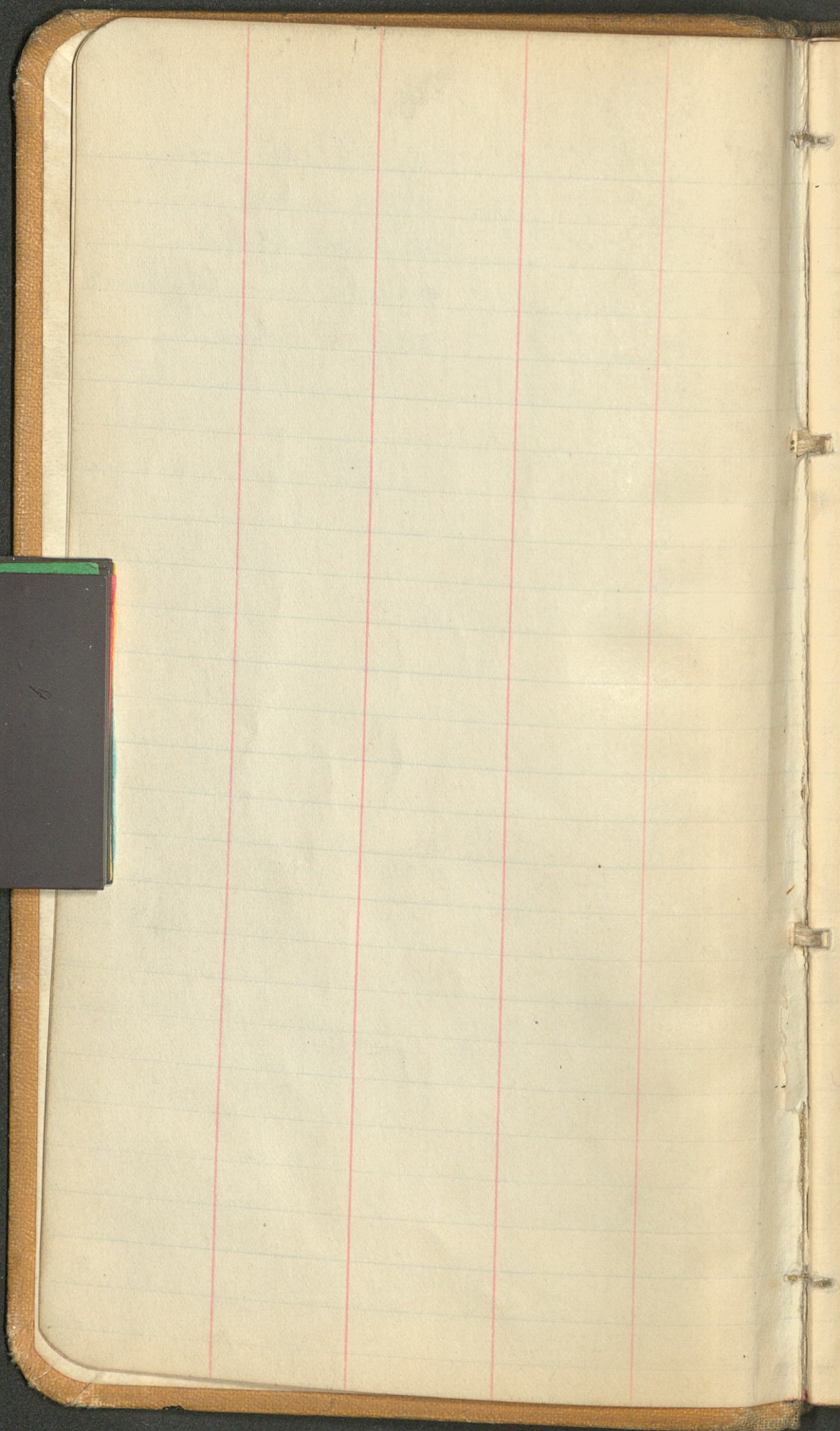
3528 Teespan-nice

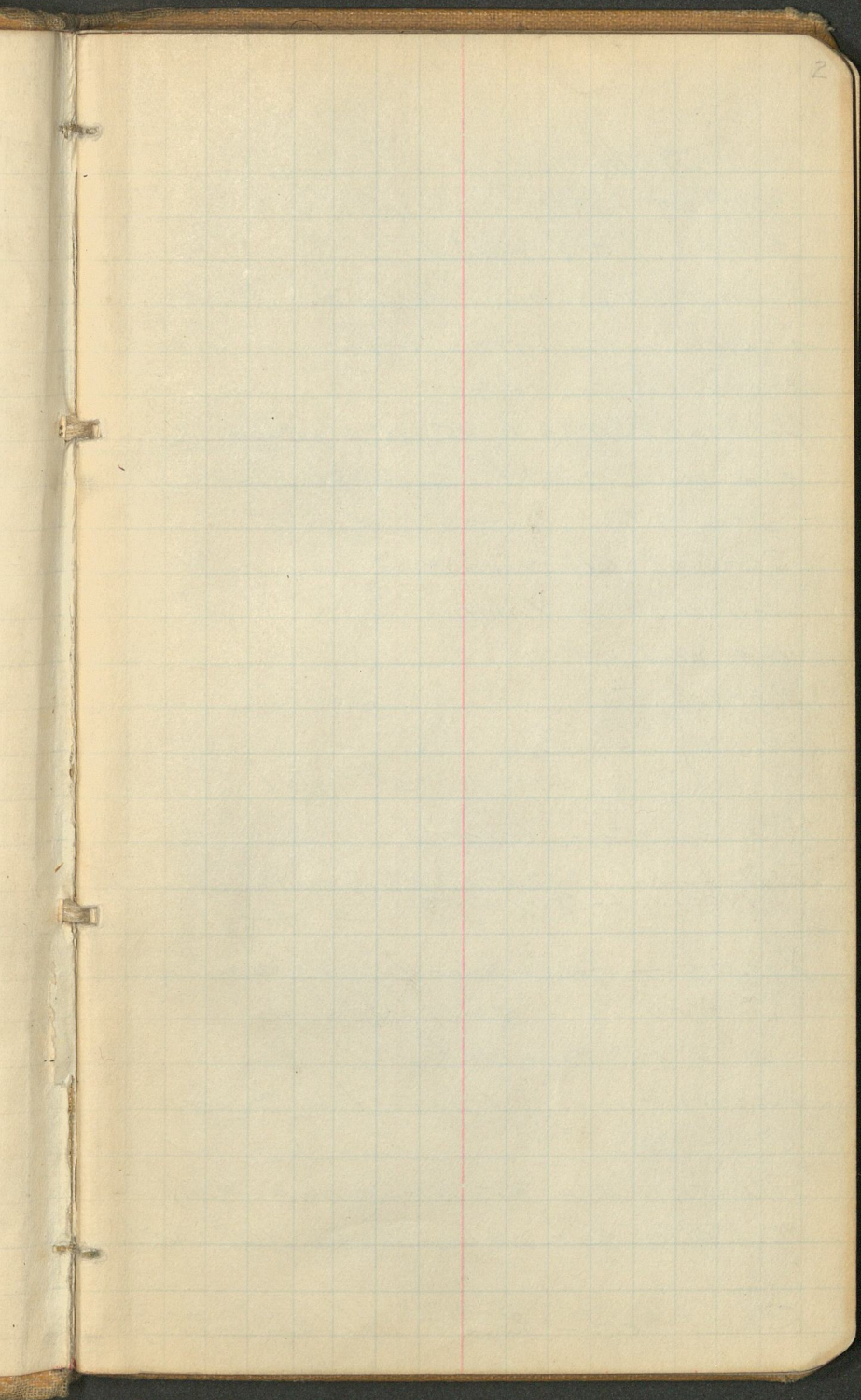
WE bei joints

Solid wall plates

4 spikes on top, 6 on curve

22' - 90° Rail





Summary

90 #33 Rails, Weber Joints

Solid Wol. pld. plated

3500 Ties per mile, Hewn Rail, (1900)

4.5 spikes per tie on Tan., 6 spikes on Curve

Fences - see notes

Ballast $\overline{\text{MP-1038}}$ to $\overline{\text{MP-1052}}$ + 2600

= 10" Rock Ballast - from Piedra - 1912

- Tel & Tel Lines -

30-8" x 8" x 30' Sawn R.W. Ties per Mi

1-6 Iron Pin X-arm

1-4 Wood " "

3 brackets

13 Wires { 2-#7 Copper Wires
4-#8 Iron "
1-#8 Iron " Joint Postal
6 Postal "

13 insulators (glass)

Total of 48-8" x 8" x 24' Sawn R.W. Brace Poles
1900 lin ft Guy Wires

Xings - All Wood gates and
Panels - 4 boards high
1" x 6" Pine Unt -

Panels supported by post in Boxes
(see Plans std)

All rail Racks have one rail
and one set Weber joints 90# Matl.

Road Bed - 20 ft. wide (entire)

→ M.P. 1057+3600 to M.P. 1086+00
12" gravel Ballast - oiled

Dec. 19th 1912
F. D. Kinnic
B. B. Boyd

— DICKINSON —

4470+92.2 W End Bldg

72+43³ E End Warehouse

4476+00.7 H B. Ind Trk

76+95⁰ E Cook Cattle Gd

4478+49' E -1029 20'X32⁰ Vlt Pipe. Brick Ends

4485+39' M.D. 1028

20' R.R.

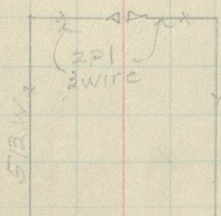
1080' 1080'

DICKINSON'S
WILKESBORO
1080' 1080'

1-4 Wood Poles
3 Brackets
30 Poles per M.

30' R.R.

15/15



10" Rock
BR/BR

90# Steel

Wol. Picked Solid

Weber joints

20' R.B.
10" Ballast

4485+297

1038

- DICKINSON -

64+07⁵ Cor 50' L

64+45⁵ $\frac{1}{2}$ Coopers Cattle G'd

65+12⁵ $\frac{1}{2}$ Road Xing

65+14⁵ Cor 50' R.

65+67³ H.B. Siding

69+37⁵ E. End Loading Platform

70+81⁵ Stet Sign 22⁰ L

228

20+50° Fences R+L

4+23+32° B-1040 262° B.D. Bk. Tr. 1030

23+80° Fences R+L

4+32+46° B-1040 20°x20° 1/2 Pipe 1030

MR 1039

4+31+06° 1/2 Road xing

4+47+59° B-1029 24°x44° 1/2 Pipe Bk. Tr. 1030

M.P. 1040

4335+45° D-1040 98' B.D. Pile Trs. Grod
8.5+60° Fences R+L

4400+07° $\nwarrow$ Cook Cattle Gd

4400+67° $\nwarrow$ Cook Cattle Gd

12+09° Fences R+L

4413+16° C-1040, 56' B.D. Pile Trs. Grod

16+40° $\nwarrow$ Farm Xing

M.P. 1041

4354+76² B-1041 20" x 26" 1/2 Pipe Brick Ends

53+81⁵ 1/2 Cook Cattle Gr

59+43⁰ 1/2 Road Xing

57+41⁰ Cor. 50' R

4359+80⁰ 1/2 Cook Cattle Gr

60+16⁰ Cor. 0' R

4363+79¹ A 1041 12" x 28" 1/2 Pipe Brick Ends

- LE GRAND -

20+71² HB. Corral/TMJ

4221+93° HB. PASTURE

24+65° CORRAL

24+75° $\frac{1}{2}$ Road Xing

25+30.5 $\frac{1}{2}$ Creek Cattle Gd

4225+63° CORRAL

100 feet
 400 ft. S. of
 400 ft. S. of

100 feet

250 x 350 mb
 91160

22 ft
 7 wire

Post 10.613
 6.13 W.

6.13 W.
 Post 10.613

LE-GRAND

4213+12⁷ E End Warehouse

4214+313 H/B. HO TRK

15+465 W End Corral

17+56² E End Corral

4217+32² E Road X129

✓

$\approx 5/e^2$
$$\begin{array}{r} 60 \\ 682 \end{array}$$

2718-209

185

44

1

1

1

7

—

1

32

- LE GRAND -

+ 53² End open waiting Room

05+17² W End Depot (proper)

05+96² $\pm$ Semaphore 9' R (20' from W end file)

06+64² E End Depot

4307+04² E End Frt. Platform

08+34² E End Warehouse

4308+75² $\pm$ Road King

✓

09+14² W End Lbr Co. Office

4309+82² E End Lumber Shed

4310+13² E End Loading Platform

10+35² E End Lumber Shed

4310+63² W End Warehouse

+583 Per JBS keep to keep on lease
FDK.

4311+89² E End Cement Hc

— LEGRAND —

4300 + 26° A-1042, 20' x 79' 1/2" 9pc. Brick Ends

Cess Pool 4' x 6' x 8' Deep Wood Lined

01+71³ E. End Sec. 4th

02+03⁵ E. End W.C.

02+04⁹ E. End Yard Fence

02+06⁸ E. End Mail Grate

02+25¹ E. End Tool H^o

02+60² E. Elevated Oil Tanks on 3' 13" steel field

02+68² E. End Iron Submerged Oil Tanks

03+06⁶ E. End Pump H^o

03+44⁵ E. End Ice H^o

03+50² E. Elev. Wood Tub Water Tank, 4' 0" diam

03+61² H.B. H^o TPK

04+03² E. Street Xing. Willow Street ✓

04+28² E. Thermometer Cylc. 82⁵ L

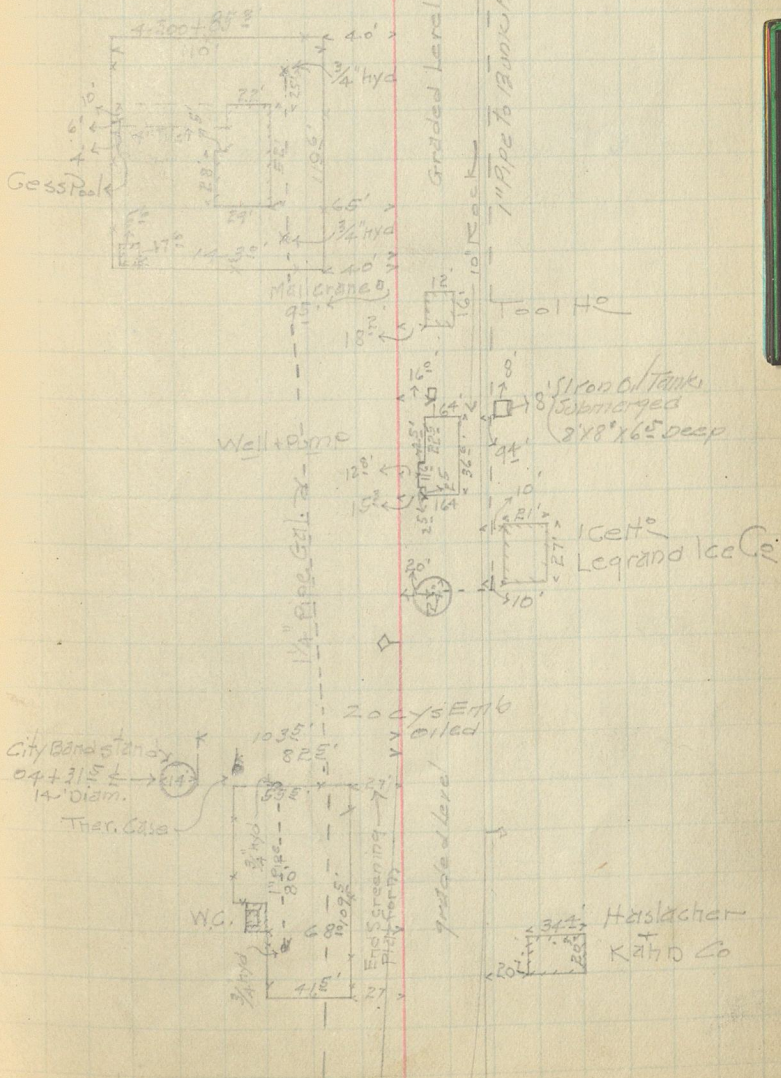
04+34⁵ W. End garden fence

4304 + 56° H.B. Corral T.H.C.

05+08² E. End W.C. 68⁵ L

05+32⁸ E. End Bldg

Ends



- LE GRAND -

97+76⁹ HB Passing Trk

97+34² E End W.C.

4298+57⁵ E End Bank H^o

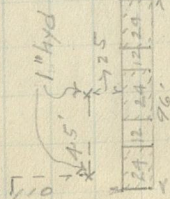


10' Rock

1360'

5'
7' W.C.

gridded Level 6 m.



1"ape J

Dec 20th 1912
F.D. Kinnic
B.B. Boyd

42.68 + 75° $\pm$ Fat in Xing

M.P. 1042

4273 + 13³ B-1042 - 20" X 20" $\pm$ V. / Pipe Brick, Folds

36 + 30 Cor 50' R

37 + 14⁵ $\pm$ Cook Cattle Gd

4287 + 65° $\pm$ Road Xing
87 + 75° Cor 50' L

3-16 Wood Panels

3005 END

2-16 Wood Panels

4273+965

Summary

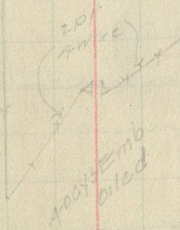
5 x 109 Signs

2-WX

✓ (2 car set off
12055 END)



Post 11/10/75
6 PM



Post 11/10/75

M.P. 1043

26+73° Cor. 50' R+L

4227+69° B-1043 565 B.D. 9/6 Trac. Area

37+91° Cor. 50' R+L

47+82° Cor. 50' R

48+29° $\frac{1}{2}$ Cook's Cattle Gd

48+43° Cor. 50' L

48+69° Cor. 50' R

48+73° $\frac{1}{2}$ Road xing

49+15° $\frac{1}{2}$ Cook's Cattle Gd

4249+40° Cor. 50' L

4260+00 End Fences R+L

63+40 Cor. on L

4263+50° B-1043, 331° B.D. Pile Trac Area

64+15° Cor. 50' R

MP 1044

4176+30° $\frac{1}{2}$ Road Xing

✓

4181+38° B-1044, 28' B.D. Plateau Creek

4214+10° $\frac{1}{2}$ Road Xing

✓

4217+03° D-1044 20' X 32' V $\frac{1}{2}$ Dps Brick Pads

4165 + 369

104

Summary

1-Std Sign board

✓ 2-const. 16' x 8'

3-16' Wood Panels

1-16' Emer. Iron gate

3005-5710
died

2-16' Wood Panels
1-16' Emer. Iron gate



3005-5710
died { 3-16' Wood Panels
1-16' Emer. Iron gate

2-16' Wood Panels
1-16' Emer. Iron gate



- BURGHELL -

41+78° $\frac{1}{2}$ Road Xing

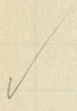
4141+99° $\frac{3}{4}$ H.B. Siding

46+47° Std Sign 22° L

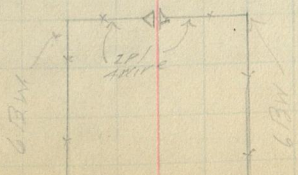
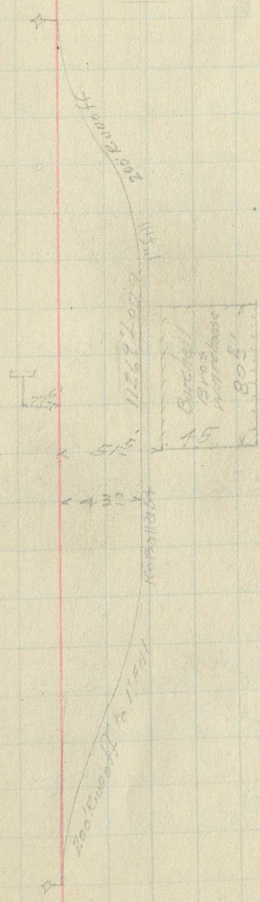
4146+56° E End Warehouse

4153+21° H.B. Siding

4154+10° $\frac{1}{2}$ Cooks Cattle Gd



25cys Emb
cited



BURCHELL

M.P. 1045

4119+55° $\frac{1}{2}$ Road Xing

✓

4125+37° R-1045 14' B.D. Pile Trees

4138+69° Cor 50' R

39+14° $\frac{1}{2}$ Cook Cattle Gd

39+49° $\frac{1}{2}$ Road Xing

4139+59° Cor 50' L

✓

4141+30° R-1045 42' B.D. Pile Trees

1045

4.1.5 + 562

Summary

- 1-Rail Rack
- 2-xing signs
- 5-W.R.
- 1-5th sign board
- 1-See Limit board
- ✓ 3-Car Set off - 16 cys Emb

400 cys Emb
5" Road

2. Cook cattle
guards on ground
but not in place

5 bar 6 wire

2nd wire
40
600 cys Emb
5" Road

M.E.J.

M.P. 1046

4065 + 40° $\pm$ Farming

4068 + 84° $\pm$ B-1046 14' B.D. Pile Truss

78 + 56° Cor. R+L

4079 + 73° A-1046 97' B.D. Pile Truss

79 + 95° Cor. R+L

4087 + 24° Cor. 50' L

4088 + 22° Cor. 50' L

88 + 24° " 50' R

88 + 28° $\pm$ Roadway

4089 + 22° Cor. 50' R

4062+762

1046

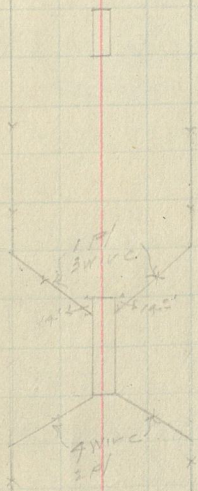
Summary

- 1 Rail Rack
- A.W.X. Sign
- 1 King
- 3 car sets 4-14 cys

- 2-16' Wood Panels
- 1-12' " "
- 1-16' Emer Iron Gate

406/5 Emb

- 2-16' Wood Panels
- 1-12' " "
- 1-16' Emer Iron Gate



2005 Emb
Rock

2 Cook Birds
on ground but
not in flock
wing fences are
cut

- PLAMADA -

12+76° H.B. Ind T.M.

13+96° H.B. PERS T.M.

14+97° Fence Line R+L
4015+029 6 Coors. Cattle G'd

4021+30° $\frac{1}{2}$ P.M. Xing

✓

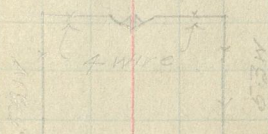
23+80° Cor. 50' R+L

4029+35° B -1047, 28' B.D. Pila Treas. Crea
+73° Cor. 50' R+L

2nd Embankment
to 2nd Embankment

4th Embankment

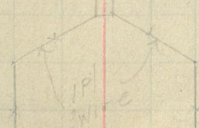
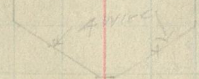
2nd Embankment



2nd Embankment to 2nd Embankment
2nd Embankment to 2nd Embankment

100' 5 Embankment

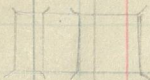
3-14' Wood Piling
1-12' " "



50. 100.00
 100.00

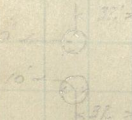


20 13



B-1048

300.00
 100.00



4009477

1047

Summary

- 1-Std Sign board
- 1-W X "
- 1-King "

300/5000
 1000



96+325 N. End Gordon House

PL 9+90A

97+124 E End W.C. 59° 10'

97+633 E End Garden Fence

97+741 N. End Depot

98+14° Semaphore

(2 arms of
Iron Pole)

98+412 1/2 Wood To Water Tank

98+832 E End Depot

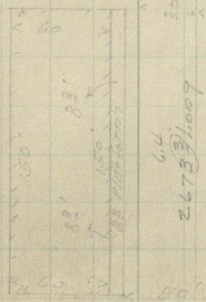
99+235 E. End FRT Platform

1001+791 E End Bldg

103+211 E End Corral

1004+255 E End Warehouse

Col. Wm. L. White Co



12' x 18' 26' x 30' Long

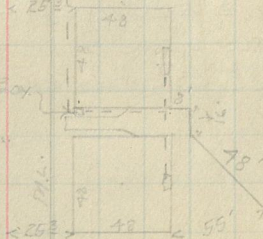
26' x 30' Long

Valve Box

Working Same as

77' x 18' Long

25' x 30'



Screening pit form

12' x 18'

54' x 8'

12' x 18'

35' (me)

W.C.

12' x 18'

112'

117'

12' Wood Tub

Water Tank

Out Tower

78' x 112'

Well/Windmill

12' x 18'

24' x 24'

24' x 24'

24' x 24'

24' x 24'

24' x 24'

24' x 24'

24' x 24'

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24' x 24'

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24' x 24'

24' x 24'

24' x 24'

24' x 24'

- PLAN 909 -

3990+71⁹ E End Tool Ho

3991+95² E End W.C. 13' 5"

3993+03³ E End Bunk Ho

3993+08² 1/2 Mail/Grave 10' 5"

93+40¹ W End Yard Fence

93+53³ E End W.C. 14' 4"

94+26² E End Sec Ho

94+52³ E End Bunk Ho

94+59⁶ E End Sec Yard Fence

95+77⁷ H.B. Ho T.M.

3996+08² E End Warehouse

Dec 21st 1912

F.D. Kinnie

B.B. Boyd

- PLUMADA -

3971+21² C-1048 70' BD. 916 Trcs

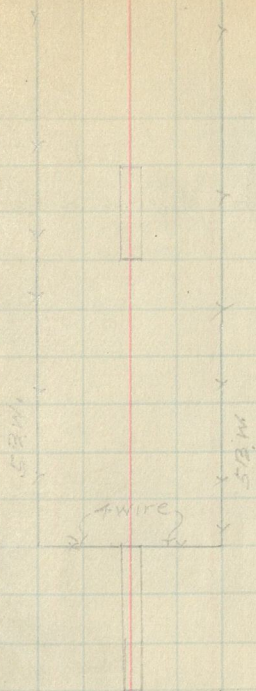
3986+92² EEN B-1048, 975 BD. 916 Trcs (Circ)

3987+58² H.B. 935 Trcs

3988+80² H.B. 100 Trcs

3989+44² BLANK LINE = 3989+06² "K" LINE

90+07² $\pm$ Roadway West Street



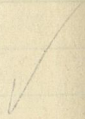
3 cy Emb - 20

6 cy Emb - 20

✓
 200' 1000' 10' 15' fill
 200' 1000' 10' 15' fill
 5" Rock

"K line" — X — BLACK LINE

3891+62 $\frac{1}{2}$ Farming



MR 1049

3932+40° $\frac{1}{2}$ Farming

3945+99° D-1049 70' B.D. Pile Trees, Geo.

MR 1048

3957+05° D-1048, 28' B.D. Tallon Pines, Geo.

25

20' x 24' Wood Bridge
 24-4" x 12" x 20' Pine
 16-7" x 16" x 25' Unt
 2nd Hand Bridge
 Timbers

30-46
 Pine

20'
 7'

4-16' Pines

3904 + 56²

1099

Summary

1-Rail Road

√ 3-car Scaff 1945

4th Over bridge

1-Log Cabin
 5" Rock

✓

1'
 1'

3957 + 36²

1098

Summary

1-King Sign

1-WX Sign

1-5th " board

3-car Scaff 1945

✓

1'
 1'

—TUTTLE—

3846 + 12° HB, Ind Siding

3847 + 09° 1/2 Cook. Battle Gd

MP 1050

89 + 30. Fence 00L

3890 + 32° A-1050 42° 30' Pickets Gd
+ 55° Fences R + L

Parade ground
1000 ft

50x50 ft
Rock

3 wires

30.5 ft 66 ft

10.50

Summary

1-5 ft 50 ft
30x50 ft 100 ft

4 wires

4 wires

- TITTLE -

23+94² H.B. Ind Siding

29+45² $\frac{1}{2}$ Bedding

3829+98⁴ H.B. Ind THK

30+37² End Fence on L

3836+33² End Warehouse

200' 1000 ft to 1100 ft
2000 ft

30x3 Emb
2" Rock

✓ 30x3 Emb
died

500' 1000 ft to 1100 ft
2000 ft

No. 1000 1000 ft

1500'	✓
1000'	✓
500'	✓
200'	✓
100'	✓
50'	✓
20'	✓
10'	✓
5'	✓
2'	✓
1'	✓

50'

100'

No. 1000 1000 ft

- TOTTLE -

18+43° H/B. 1st Siding

24+68° E End Warehouse

26+01° E. Cor Platform (Loading)

27+13° W. End Klondike Platform

2827+82° E. End Passenger Shed

3828+35° E. End Klondike Platform

M.P. 1052

3750+12° ± Farming

3781+79° D-1052 10° 20' 7" 1/2 P. 1052

3789+55° ± Farming

M.P. 1051

3812+96° D-1051 12° 28' 1/2 P. 1051

3817+45° ± Cook Cattle Gd

3818+02° ± Road xing

3746+61

1057

16' Eucalyptus 16' Eucalyptus



Summary

1-1/2" 3/4" 6/8"

1-1/2" 6/8" 1/2"

1-1/2" 6/8" 1/2"

3000 1800 1800

(5" Rock)

3-16' Wood 1/2" 1/2"

1-16' 1/2" 1/2"

3000 1800 1800

1/2" 1/2"

3000 1800 1800

3-16' Wood 1/2" 1/2"

1-16' 1/2" 1/2"

3748-1867

1057



Summary

2-1/2" 3/4" 6/8"

1-1/2" 6/8" 1/2"

3000 1800 1800

1/2" 1/2"

3000 1800 1800

(5" Rock)

NE 5'

3 wire

NE 5'

3000 1800 1800

1/2" 1/2"

3652+00 Fences 50' R + L

3665+10 ⁶ A-1054-70' 20" B.D. P. 1054 G. 100

3676+70 ⁶ A-1054-98' B.D. P. 1054 G. 100

D. 1053

3689+36 ³ B-1053-98' B.D. P. 1053 G. 100

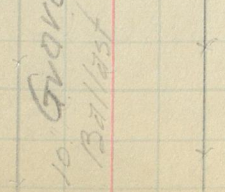
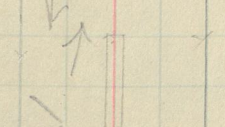
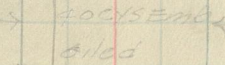
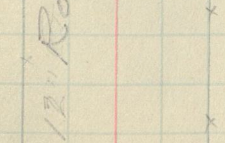
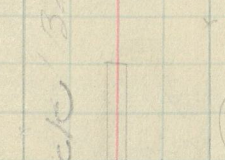
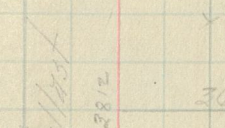
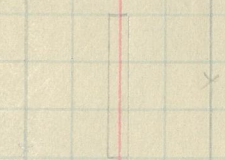
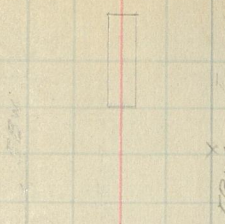
3715+30 ² Farm Xing

3720+00 End 10" Rock } B. 1054
Beg of 12" gravel }

3722+86 B-1053 70' B.D. P. 1053 G. 100

4.50' x 50'

30' 12"



SEW

28 1/2

3693 + 18°

103 1/2

Summer /
 (3000 Sat. 10 CYS)
 Emb, 50 CYS Rock

4-16 Wood Posts

40 CYS Emb
 6100

3-16 Wood Posts
 (1-16 Hammer / no gate)

10 Gravel
 Ballast

05t

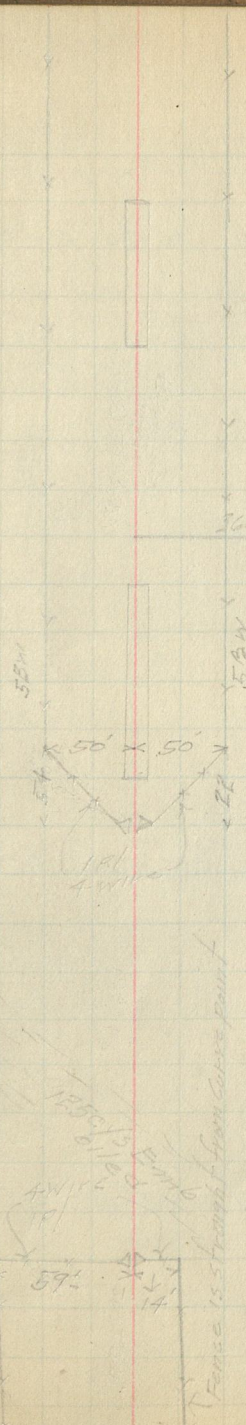
3637+32° D-1055, 70' B.D. Pile Ties Green

M.P. 1054

3641+50° D-1054 98° B.D. Pile Ties Green
3641+58° Cook Cattle Gd

3644+97° Rodding

3645+77° Cook Cattle Gd



$540 + 34 =$

1054

Summary
 1-W.X. 5190
 1-X 1019 "
 3 Cor. Settlement
 (170/5 Emb.)
 (5" Rock)

Fence 15' straight from corner point
 125' 6 1/2' (likely 6.5)
 59' 14'

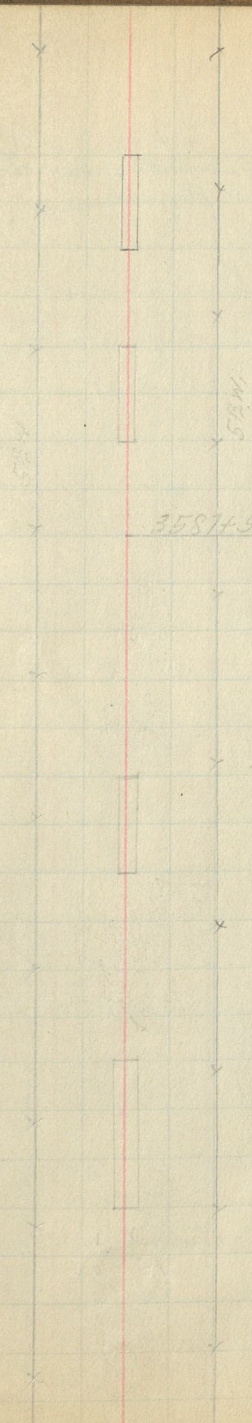
3577+92° B-1056 70' B.D. Pile Trees Creek

3587+62° A-1056 28' B.D. Pile Trees Creek

MP 1055

3599+34° C-1055, 112' B.D. Pile Trees Creek

3608+94° B-1055, 112' B.D. Pile Trees Creek



3587+53Z

1055

Summary

1-WX. 540

1-50 + 6000

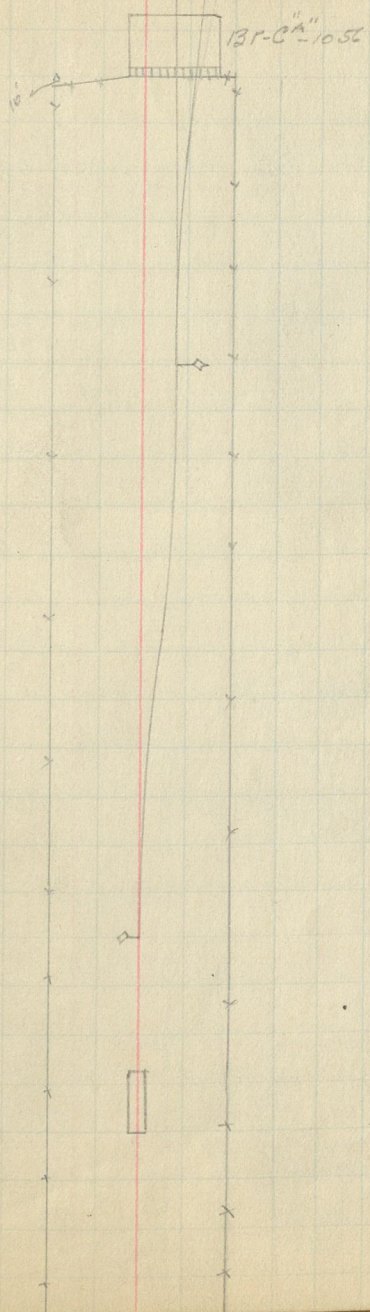
1-Rail Road

+ 2000 S. 18000

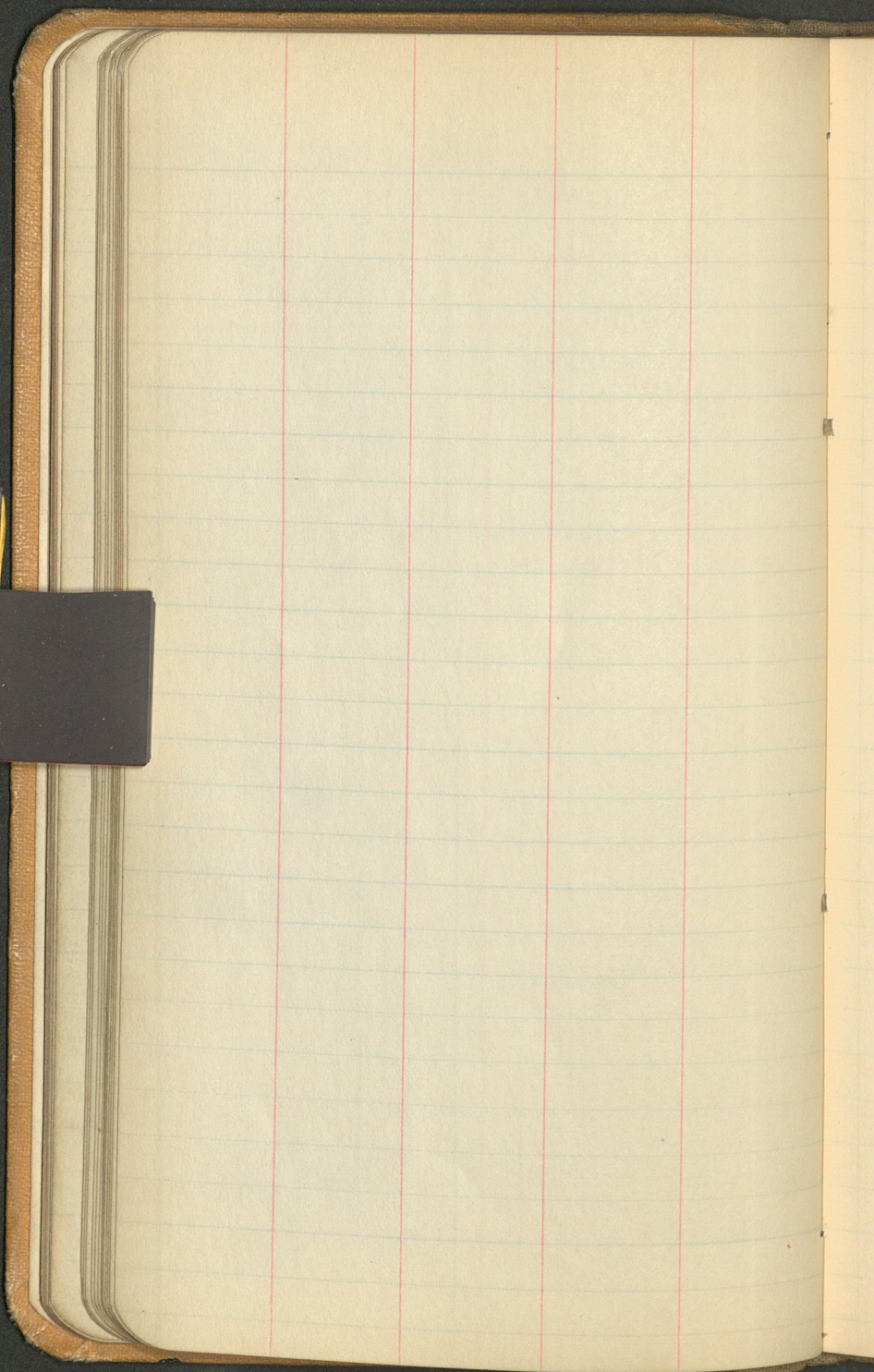
54 Rock

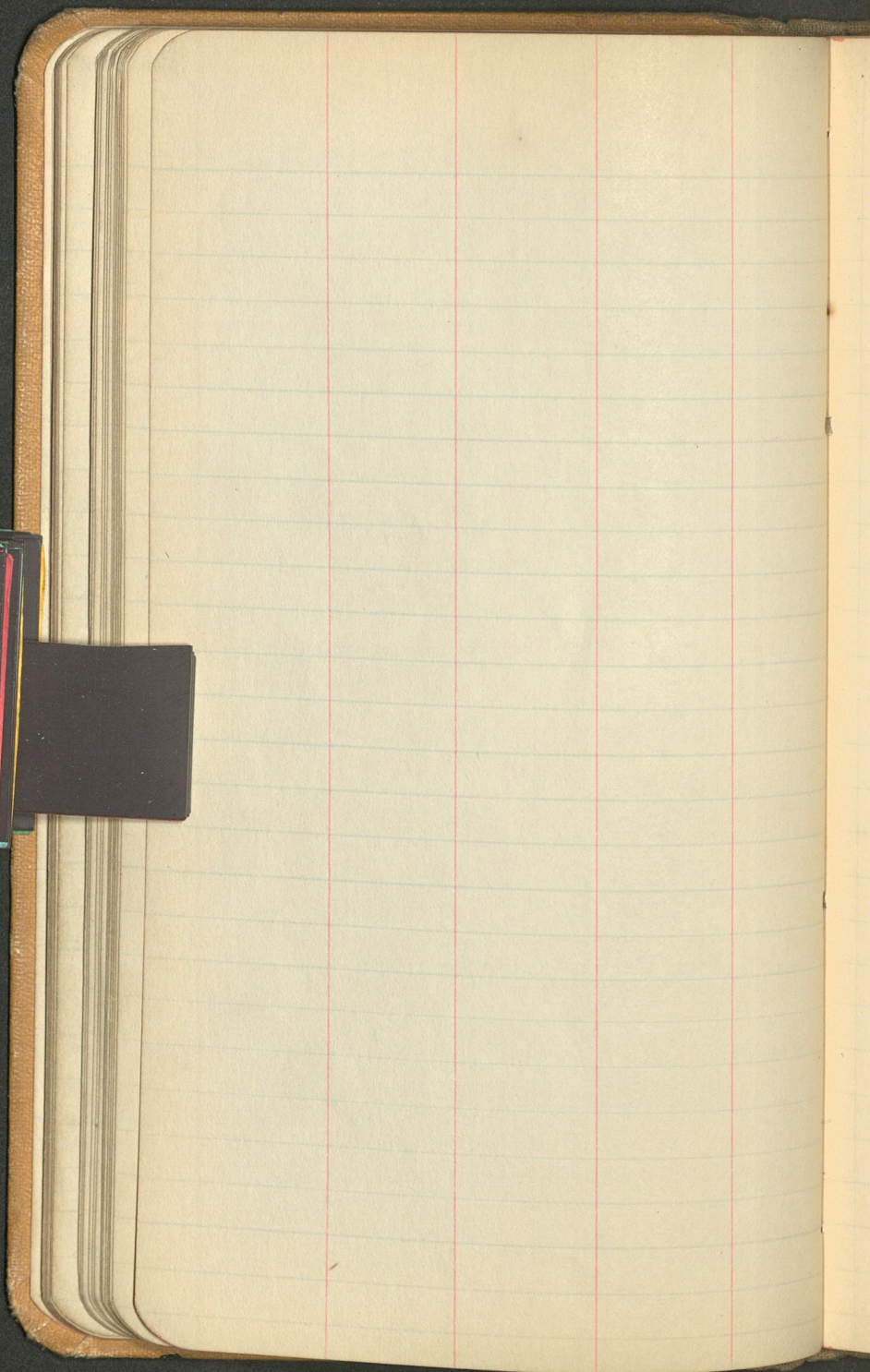
± Cook Cattle Gd Entire with Bridge
CA 1056

356714 C-1056-28500-T-Rail on Ales cut

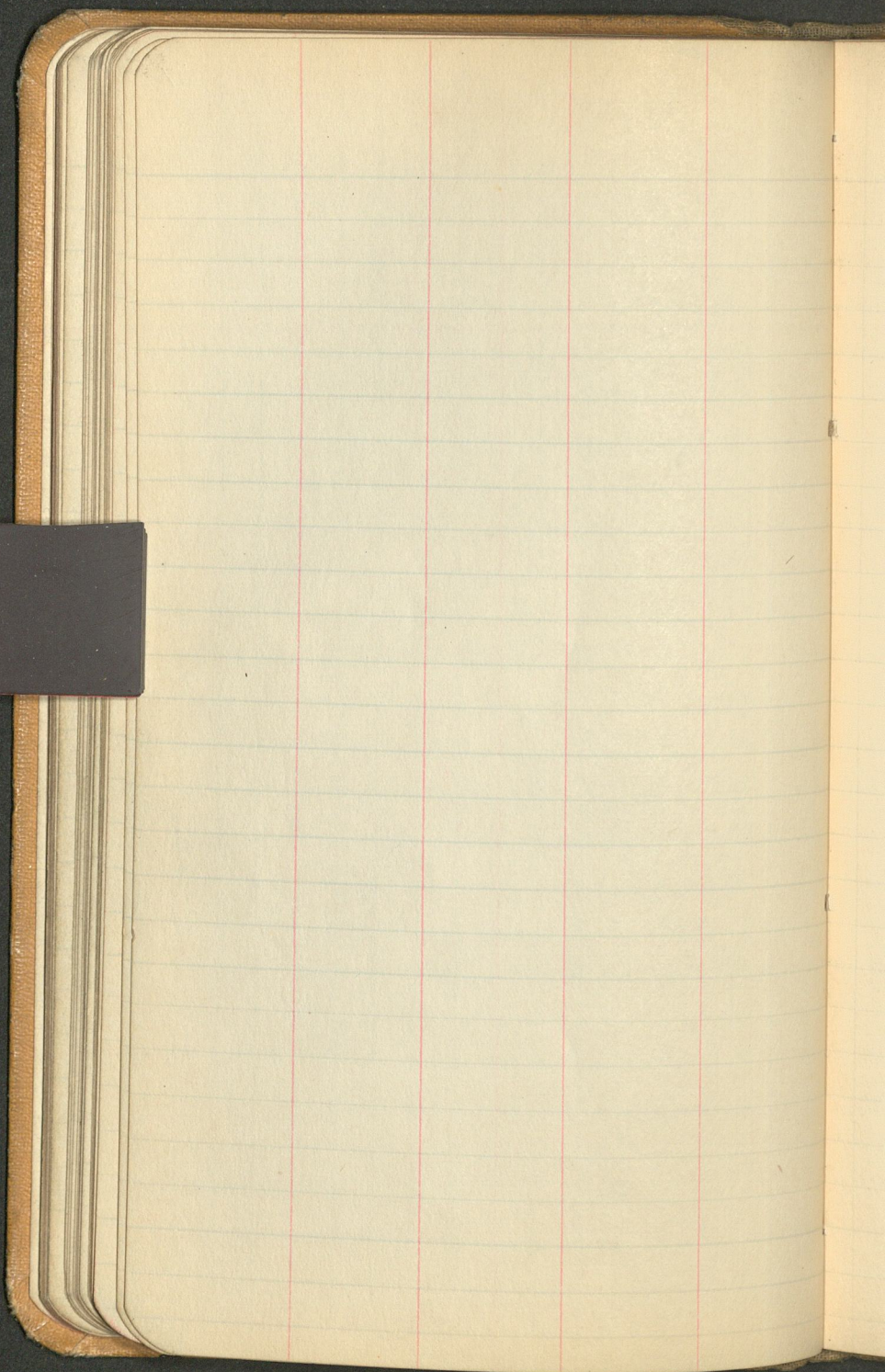






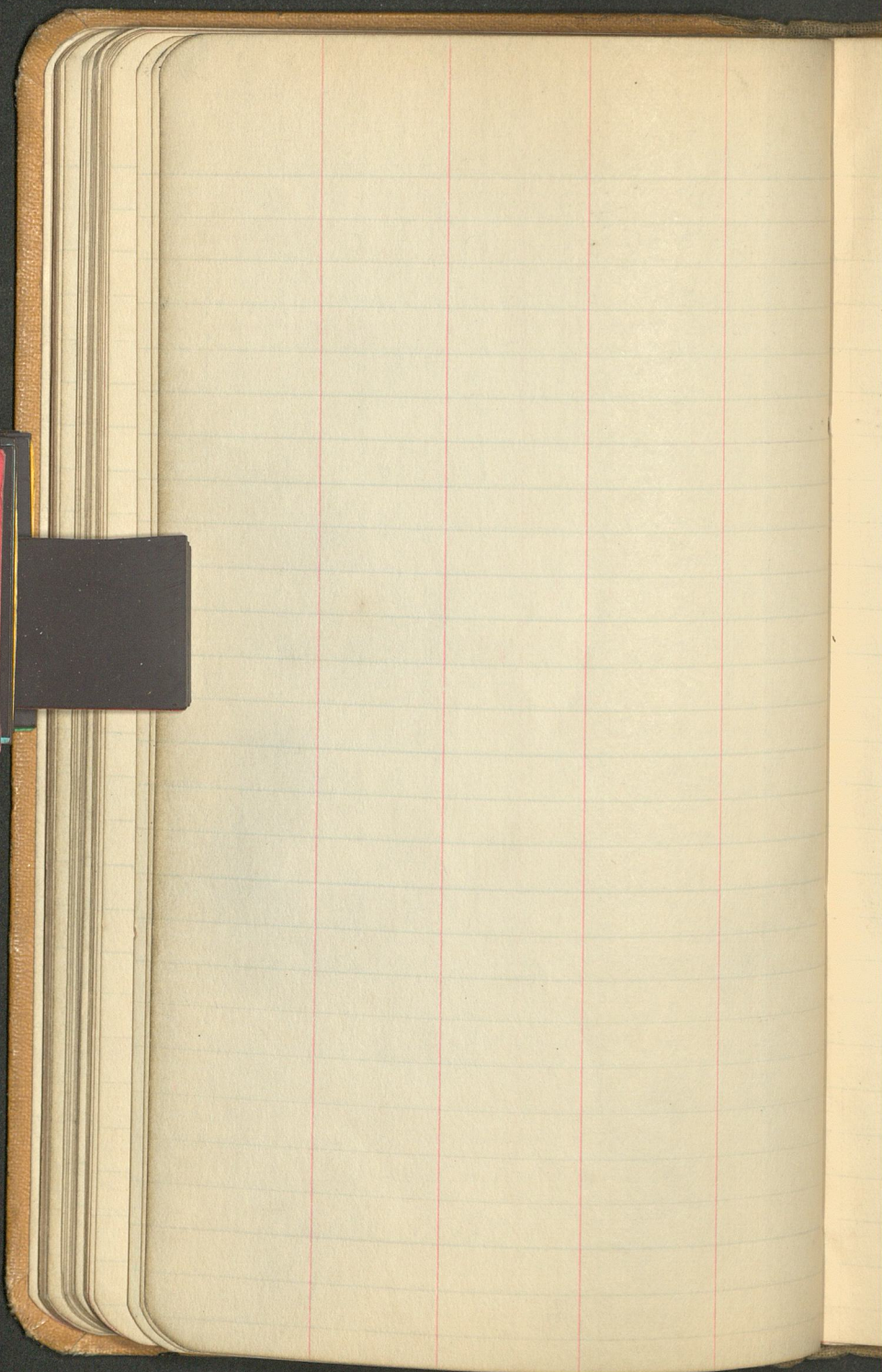
















41

Dec. 30th 1912

F.D. Kinnic

Cl. Randolph

3475+88° $\pm$ Semaphore 9' L (1 arm on Iron Pole)
Conc. Base

M.P. 1057

3482+89° $\pm$ Farm Xing

36+37° Cor 40' L

3486+97° $\pm$ Cooks Cattle Gd

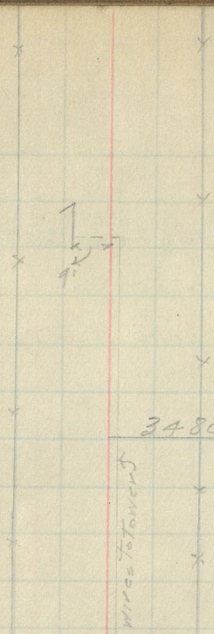
3487+20° E End F-1057-12° S. 9 1/2 Tr. Cree.

87+80° Cor fence on R

3491+75° $\pm$ Semaphore 9' L (1 arm on Iron Pole)
Conc Base

3492+37° Derail oper by tower (1 1/2' R. Tr. 10)
Switch Point

2 Pole

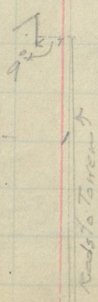
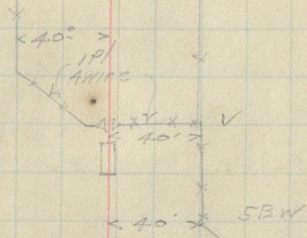


11 W.X. Signs
1 Yd Limit Sign

2 - 16' Wood Panels

300 yds Emb
5" gravel

1 - 16' Wood Panel



(6)

2nd

3449+16° Cor 50' L

3450+61° C-1058 126° O.D. Pile Trees Cree.

51+03° Fence Cor 50' R

3460+29° Semaphore 9' R (Intersection Wood Rd
C-1058)

3471+25° Farm Xing

3+07.2

7E+40° Cor on L (50')

347E+86° Cook Cattle C'd
3+53.2

+90° W.M. for Kinn

3473+23° B-1058 28° B.D. Pile Trees Cree.

3473+49° Road Xing
4+16.2

75.5

75+00° Fences R & L

3475+24° A-1058 154° O.D. Pile Trees Cree

+89° W.M. for Kinn

34012¹ 1913
F.D. Kinnic
C.L. Randolph

3439+04² Semaphore

(12' x 10' Wood Pole)
Cone 555C

39+54⁰ Detail

40+16⁵ E-1053 28' B.D. File Tree 1910

42+42⁰ E. End W.C. 44' L (4' x 4')

42+00 ± Cook Cattle Co.

43+22³ ± Well 27⁵ L

43+55² E. End Tower 102² L

3443+62³ Xing S.P. Ry
0

3444+32¹ D-1058 22' x 37⁵ V. Pipe Brick Ends

44+56⁰ ± Public Road

3445+05⁰ Cor. 50' L

46+42⁰ Cor. 50' R

3447+74⁰ Detail

3448+28³ Semaphore 9' R

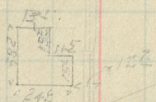
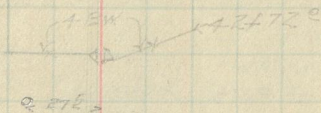
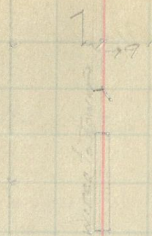
Cone 555C
12' x 10' Wood Pole

1 Folk

910

ds

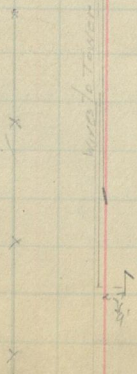
3/k



1' x 12'

King Ties
6- 4" x 12" x 2' Pine
4- 4" x 12" x 12' Unt
85# King Frog

1' x 12'
60 by 50
6120



3404+27° $\perp$ Farm Xing

3405+71° C-1059 22" x 36' Vt Pipe, Bluffs Ends

3408+64° $\perp$ Farm Xing

3418+00 $\perp$ Farm Xing

3419+36° B-1059 41° B.D. Pile Types Grso

26+00 Cor on L

26+22° Semaphors Wood Pole - Farm
Gene Base

27+00 Cor on L

3427+55° A-1059 11E° B.D. Pile Types Grso

MR 1058

28+69° Cor on R

3435+00 $\perp$ Farm Xing

2-16' Wood Panels

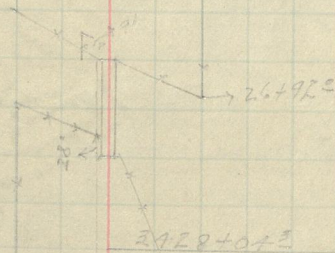
600/15

2-16' Wood Panels

500/15

E-3

1-16' Wood Panel 653/15 Emb 3-16' Wood Panels

1-16' Wood gate
2-16' panels600/15
Emb{ 1-16' Wood gate
2-16' " panels

Wire to Tower

Summary

1- 5th Sign board

2- Xing

3- W.X. "

1- Rail Rack

3- Car Set off 100ys

2-16' Wood Panels

400/15

Emb

3-16' Wood Panels

Jan 25th 1913
P.D. Kinnick
C.L. Randolph

M.R. 1060

3341+078 C-1060, 22'x31' H Pipe Br. Ends

3359+691 B-1060-24'x25' C.I. Pipe Br. Ends

3370+695 B-1060 14' B.D. Pipe Tree Cross

71+058 Cor 50'L

M.R. 1059

32 77+888 E.-1059 28' B.D. Pipe Tree Cross

78+215 $\frac{1}{2}$ Cook Cattle Gd

32 79+046 D-1059 20' B.D. Pipe Tree Cross

79+095 Cor 50'L

79+208 $\frac{1}{2}$ Road Xing

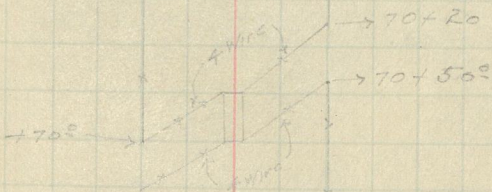
79+682 $\frac{1}{2}$ Cook Cattle Gd

3280+063 Cor 50'L

3350+443

1060

- 1-Ying Sign
- 2-WX
- 1-Std " Board
- 1-Rail Deck
- 3-Car Setoff - 180/3

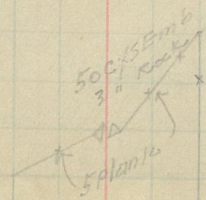
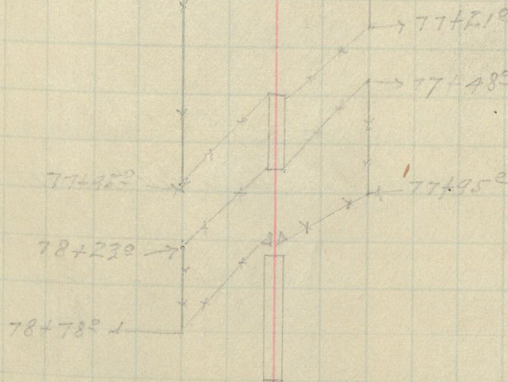


3375+243

1057

Summary

- 1-Std Board
- 1-WX Sign
- 1-Section Rd
- 1-Ring Sign



- BLOSS -

2211+98° Cor. R

12+66⁵ B-1061, 28⁵ B.D. Trail on Piles

12+75° Cor. L

2212+90° $\frac{1}{2}$ Road Xing

12+13° End Fence on R

2213+57² H.B. Ind. Trk

17+39⁵ Sta. Sign 13³ R

2217+77° E. End Loading Platform

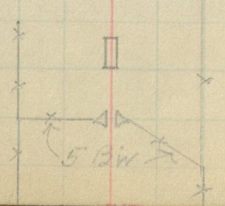
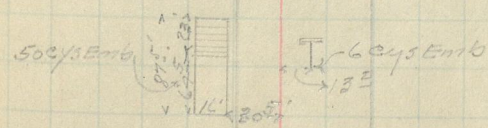
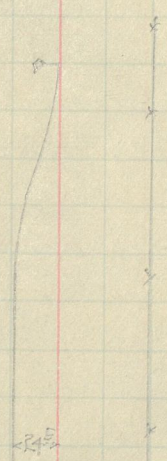
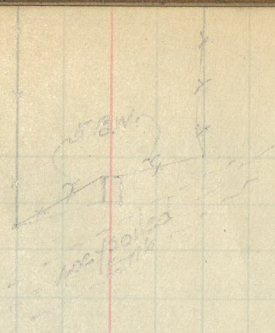
2220+35¹ H.B. Ind. Trk

20+50° End Fence on L

21+04⁵ B-1060, 19¹ B.D. Trail on Piles

21+19⁸ $\frac{1}{2}$ Coal C. G'd

2221+73° Cor. R.



M.P. 1061

77+29° Cor on L

77+73° Cor 12' L

78+10° Cor on L

3278+29° F-1061 19' 30" T-Rail 06' 00" Cico

78+78° Cor on R

3278+97° Cor on R

79+60° Cor on R

79+86° Cor on R

80+15° E-1061 19' 30" T-Rail 06' 00" Cico

80+56° Cor on L

3292+00° D-1061 18' X 33 1/2" Pipe (Bricks Ends)

3299+60° C-1061 22' X 38 1/2" Pipe Bricks Ends

27.67+64.3

1901

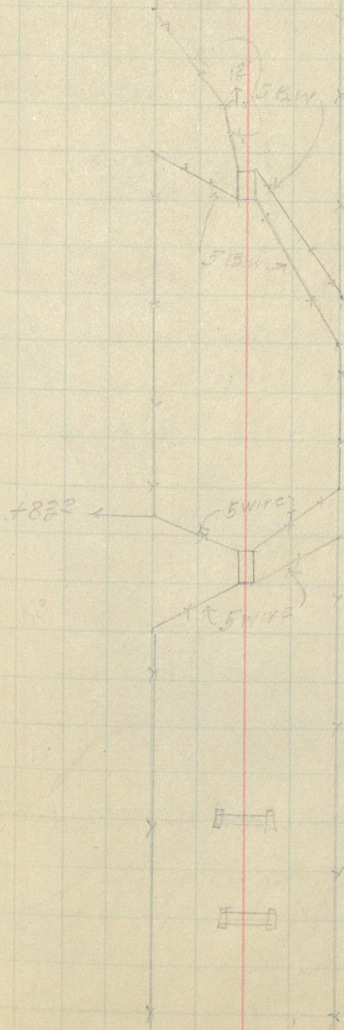
Summary

2-W.K. Sign

1-King "

1-5/8" Sign board

3-Car set off keys



32 48+70° $\pm$ Farm King

49+45° Cor on L

50+25° Cor on R

3251+37° C-1062 128' Q.D. Pile out

3252+66° B-1062 102' B.D. P.T. Credo. built 1908 m.
man

3257+75° $\pm$ Farm King

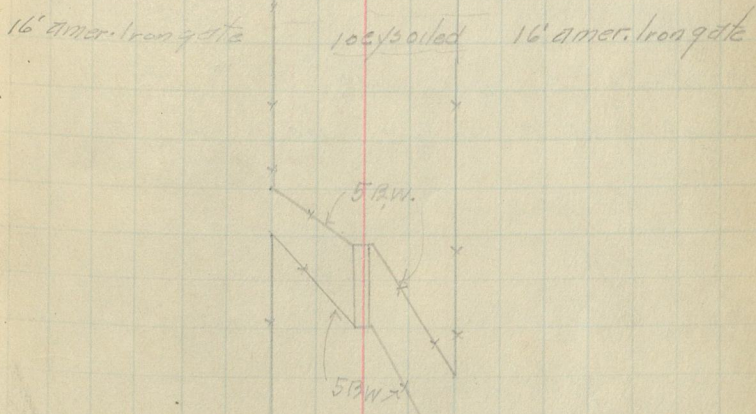
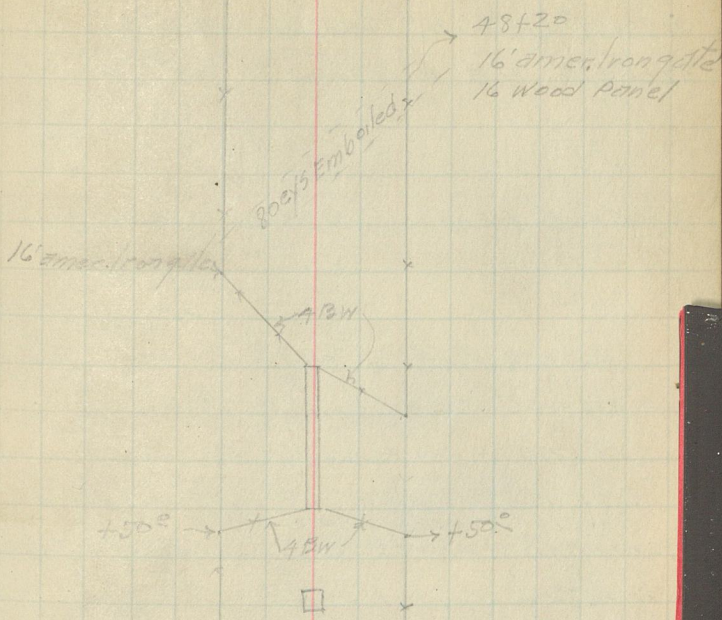
32 60+21° Cor on L

60+60° Cor on L

3261+07° B-1062 46' B.D. T.Rail on Piles Credo

61+24° Cor on R

3261+74 Cor on R



CUBA

3198+99⁷ H.B. H² TMU

3200+15⁹ H.B. Pass TMU

05+01² E End W.C. 140' L

06+02² St. Sign 36' L

06+42² E End Loading Platform

06+71² E End K. Landyke Platform 10' x 11.0'

07+20² E End over House

3207+04² E End Tower of Wood Tab. Tank (Elevated)

07+23² $\frac{1}{2}$ Wind Mill + Well

3208+20² E End Sec H²

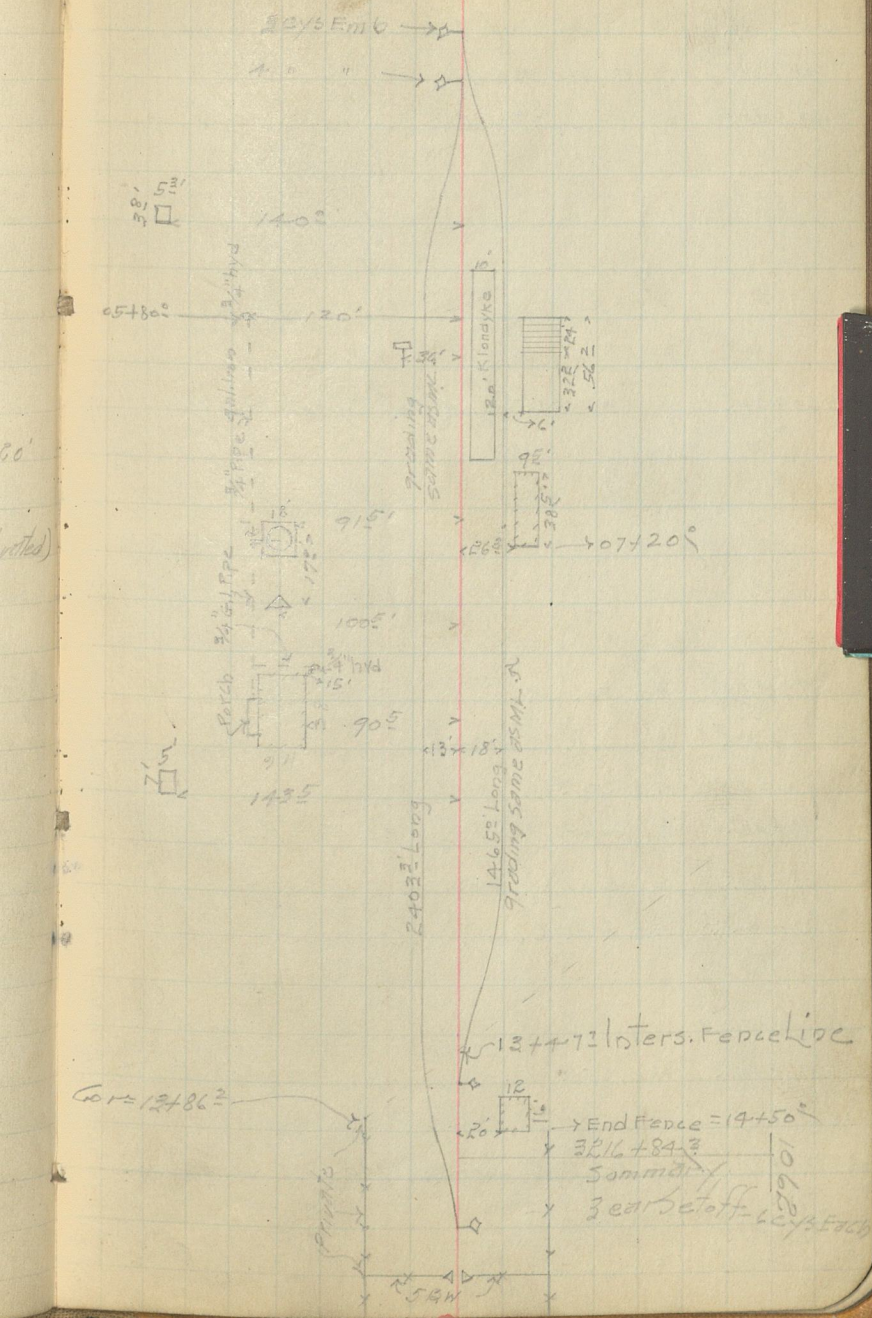
08+44² E. End W.C. 143' L

12+62⁸ H.B. H² TMU

3214+58² E End T. H. 20' R

3224+18² H.B. Pass TMU

25+14² $\frac{1}{2}$ Cook C. G'd



3147+09° $\pm$ Cook Cat Gd - F.C. 50° R.L.

47+38° $\pm$ County Road

47+65° $\pm$ Cook Cat Gd

3163+74° $\pm$ 1-30"x24" Cast Pipe Section "A" 1064

79+38° F.C. 50° R.

3179+70° $\pm$ Cook Cat Gd.

90°+00° F.C. 50° L.

80+03° $\pm$ County Road and F.C. 50° R.

80°+39° $\pm$ Cook Cat Gd.

3180+65° F.C. 50° L.

91+70° F.C. 50° L.

3192+21° $\pm$ "Bat Style" Cat Gd. (No Fit) 4 hrs on edge

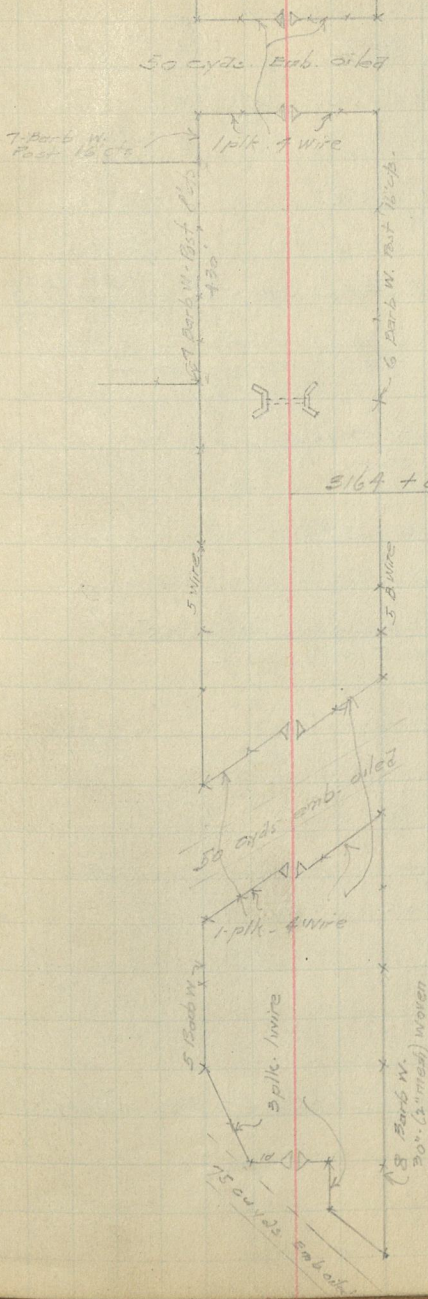
92+51° F.C. 12° R.

92+71° $\pm$ County Road

3193+00° F.C. 50° R.

A.B. Boyd
C. Randolph
Jan. 6th '13.

51



3164 + 042

N.P. 1063

2000 ft 18 cys
4-WX Signs
2-Xing "

YAM

3102+74° E Cook Cat. Gd.

3103+88° W. H.B. Siding.

3106+123° End F. 50° L.

07+76° End F. 50° R.

09+89° E "Yam" Station Sign - 13° R. [3 ends Emb. Riv. Repeat.]

10+25° E. end. Loading Plaff.

10+46° E. end. 12 x Screening Plaff. L.

10+73° E County Road.

10+76° End F. 50° R.

3110+87° Xing Sign - 23° R.

11+75° E. end Frame Store House - 79° L.

+ 75° E 12' Wood Gate 210' L.

12+31° E. Fence L. 50°

15+26° E. H.B. - Yam. Siding.

3115+35° E Cook Cat. Gd.

3140+56° E 1-18" x 46" Vit Pipe Bk. and A-1064.

- 3 WX Signs
1-Rail Rack
1-Xing
1-Station
2-H.C. Take off. { 40 yds each.

3047 + 46.5 £ Cook Cat 33. - end of Fergus R. Sch.

3053 + 42.5 1-18" x 27" 1st Pipe Brk. ends - "A-1066"

3069 + 90.5 £ 1-48" x 18.9" Cast Pipe Section - "A-1065"

3076 + 20.5 £ 6-20' Wood Panels - Cattle Pass.
55 lbs. E 106.

Wing Feathers Removed



3058 + 21.2

M.F. 1065

SUMMARY-

- 1- WX Sign
- 2- Stor. "
- 3 H.C. Take off 53 cys



50'

50'

WINTON

3003+75² £ 1-22"x43⁸ V.H. Pipe - Bikes - "A-1066".

3050+47³ £ 2-36"x24² - Cast Pipe Siphon "AB-1066".

" " £ 1-24"x24⁶ " " " B-1066

21+00² £ 60' opening in R. of W.F. L.

3051+52² £ County Road Xing -

39+06² End. of F. 50² R.

3039+33² £ Siphon - Corner Bulk Hds (ABANDONED)

39+63² End. F. 50² L.

3040+54² £ Dirt - bumper (Approx. end of Spur.

3043+00² £ "WINTON Sign - 23² L.

43+81² £ Mail Crane - 10² L.

43+89² Ticket Office Sign - 39² R.

44+10⁵ £ Xing Sign - 21² R.

3044+45² £ Highway Xing.

3045+66⁶ H.B. "WINTON" Spur.

2951 + 75° £ Cook Cat. Gd. and FC. 50' L. - 50° L.

2987 + 83° £ 2-36" x 246' - Cast Pipe - Splas. AA-1069

2919 + 77° £ Farm Xing - 50 yds - Grafting

2945 + 62° £ Farm Xing - 15 cu yds - Good

2968 + 45° £ 1-22" x 27.8' Vit. Pipe Ark. ends B-1067

2979 + 42° £ Farm Xing -

2-20' Wood Gates

10 cys. Grading

1 plk. 4 wire



2877 + 81.2

MT 1068

SUMMARY

3 WX Signs

3 H.C. Take off 4 cys. each

1-14' Amer. Iron Wire Gate

2-12' Wood Panels

1-12' Eureka Iron Gate

1-12' Wood Panel

1-20' " Gate

1-16' Amer. Wire Gate

1-12' Wood Panel

1-16' Amer. Wire G.

1-12' Wood Panel

2952 + 61.2

MT 1067

SUMMARY

1. WX Sign

1. 3 sec. limit "

1. Rail Road

1. H.C. Take off 10 cys.

1. " " " 3 "

1. " " " 3 cys.

1-16' Eureka Iron Gate

2-12' Wood Panels

No Grading

1-16' American Wire Gate

1-12' Wood Panel

CRESSY

2844

+80.⁰ Fence Begins - 50.⁰ L.

+87.⁵ E. Public Road Xing -

2845 too E. end of 8"x10"x16" Wood Highway Box

+77.³ E. - 1-8"x10"x15" Wood Box - Br. "A-1070"

+85.⁶ E. - Tub Water Tank - 59.⁰ L.

2846

+06.⁶ E. Wind Mill and Well 59.⁰ L.

+49.⁷ H.B. House Tr.

+69.⁴ E. Ticket office Sign - 15.⁰ L. - E. end of 4.⁵ x 12' Board Work

2847

+93.⁶ E. end of Section Ho.

+07.⁵ E. end of Depot

+07.⁴ " " Bunk Ho. 127.⁰ L.

+40.⁶ E. Cess Pool - 121.⁰ L.

+57.⁸ E. - 5' x 7' Cess Ho. W.C. 161.⁰ L.

+76.⁷ E. end Scaffolding Platf.

2848

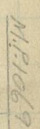
+96.⁷ E. - 1-8"x10"x15" Wood Box + 70.⁰ E. end Tool Ho.

+69.⁵ E. end Bunk Ho.

2849

+23.³ E. end Bunk Ho. W.C. 40.⁰ L.

2850



CRESSY.

2832 + 59.2 W. H. B. House Tr.

2833 + 58.2 F.C. 40' R.

2840

2841

2842

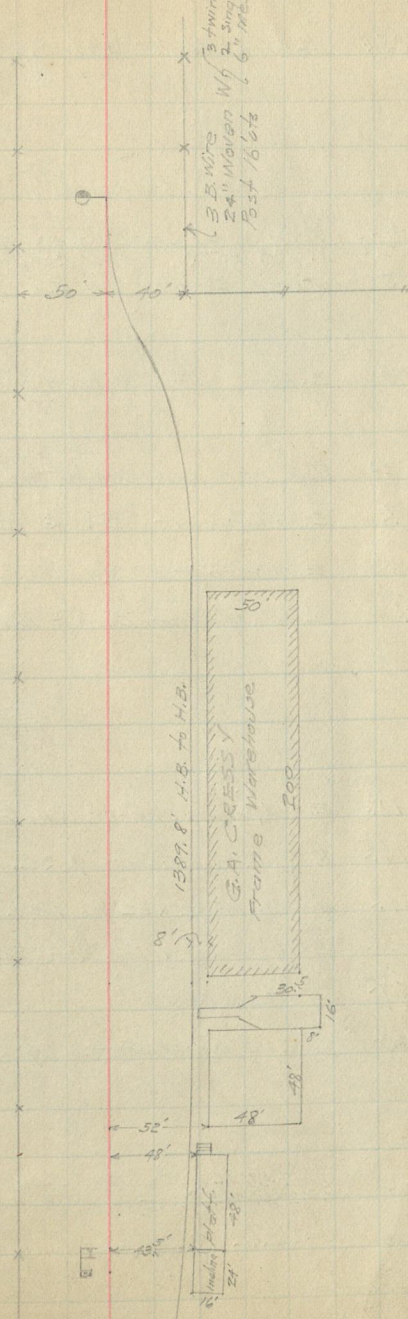
+37.5 E. end of Warehouse

2843

+102 E. end Stock Pen.

+75.5 E. end of Loading Platform.
+86.0 E. Mail Crane 10' L.

2844



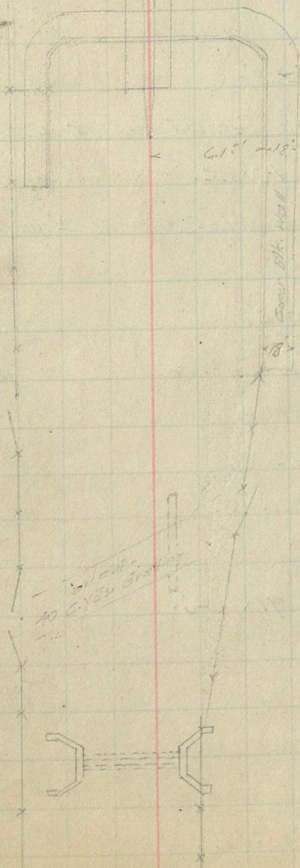
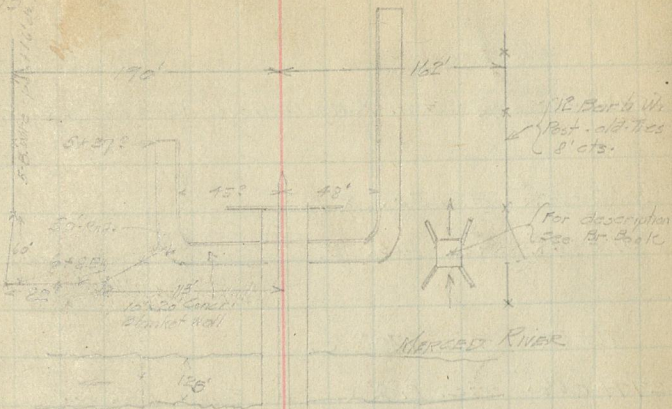
A. B. Boyd
C. R. R. 7010
Jan. 9th 15

53

2- 3' x 5' x 8' 1/2' - 1-7' x 9' x 12' 1/2' Shop
2- 3' x 5' x 8' 1/2' - 1-5' x 7' x 10' 1/2' Shop
6 Tel. poles Reel on Poles and
Shops to Dr.

1909
Girder

Each Pole



2743+58° $\frac{1}{2}$ Farm King - and 16' Amer. from Gate R. & L.

2750+40° F.C. 50° R.

51+74° F.C. 162° R.

71+52° F.C. 170° R.

2774+06° - F.C. 238° R. - F.C. 61° L.

80+79° F.C. 222° R.

83+92° $\frac{1}{2}$ Cook Cat. Gr. spot F. L.

84+04° F.C. 140° R.

84+10° $\frac{1}{2}$ Pub. King - 5 cybs Emb. oil - 16' Amer. from G.

84+72° F.C. 80° L.

2785+07° $\frac{1}{2}$ Cook Cat. Gr.

85+21° F.C. 40° R.

85+81° F.C. 41° R.

2786+25° F.C. 161° R.

2791+10° F.C. 91° L.

2796+12° F.C. 190° L.

MP1071

2741+30.4

2-20' Wood Posts

2-20' Wood Posts

3x43 Emb. steel

SUMMARY-

12-Guy Wires

1-Xing Sign

1-WX "

5-B Wire

5-B Wire - 16 ft. 16 ft.

50' - 70'

6-B Wire

6-B Wire

1-16' Wood Gate

6-B Wire
16 ft. 16 ft.

12-Guy Wires

2741+11.5

SUMMARY-

1-Xing Sign

3-WX "

1-Tripod or other Sign

1-Station

12-Guy Wires

MP1070

→ BALLICO ←

75+45.5 E. Cook Cat. Gr.

75+74.0 E. Pub. Xing. - 10 S. yds. 216.0 L.

76+31.0 F.C. 50° E.

2676+83.1 W.H.B. Passing Tr.

77+10.0 E. Fence 210' R.

84+83.5 W.H.B. House Tr.

91+43.0 E. Public Xing. 5 S. yds. 216.0 L.

91+93 Wind Screening Plath.

92+18.0 Station (Ballico) Sign 17.5' L.

92+66.5 Semaphore - 12.0' L.

92+99.0 E. end of Toleg. Office 14' L.

92+14.0 E. end Screening Plath. L.

93+6.0 E. end - W.C. 43.5' L.

93+74 E. end - Loading Plath. 42.0' L.

2699+65.0 E.H.B. House Tr.

1700+86.0 E.H.B. - Passing Tr.

3+42.0 F.C. 50° L.

2703+53.0 E. Pub. Road Xing.

3+73.5 F.C. 11' L.

3+89.4 E. Cook Cat. Gr.

709+24 F.C. 50° E.

05+00 E. end of R. 210'

5+14.5 - 16' A.M.
1500 W.H. Curve

74+76.5

30k-W.H.

20 yds. Emb.

20' Rip Rap

25 yds. Emb.
12' Rip Rap

2688 + 50'

M-1012

SUMMARY

1 Station Sign

4-WX

2 Xing

2000 Can.
Telephone
9.5 x 10.5

1489.5' H.A. to 4.8'

1489.5' H.A. to 4.8'

12' cut bridge

Graded Junc. of M.L. - 20' Road

20' Road Bed

11/12

6' x 10' x 10'

25 yds. Emb.
12' Rip Rap

20 yds. Emb.
10' Rip Rap

10 yds. Emb. 5' x 10'

1-12' W.H. Emb. - 4+10'

30k-W.H.

50'

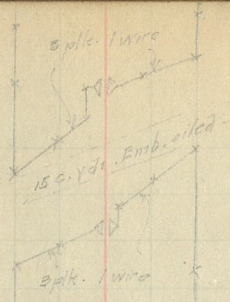
48+02⁰ F.C. 50° R.
 48+31⁶ E Metal Cat. 60. (A.T. 100)
 48+46⁰ F.C. 10° L.
 48+61⁷ F.C. 50° R.
 48+68⁶ E - Pub. Xing.
 48+77³ F.C. 50° L.
 48+92⁵ F.C. 10° R.
 49+06⁵ E - Metal Cat. 60.
 49+34³ F.C. 50° L.

2575+65⁵ E - 16' Amer Wire G. 50° L.
 2575+85 E - Form Xing, 5 yds end.
 2576+24 E - 16' Amer Wire G. 50° R.

2602+10¹ E 3-48" x 2³ G.I.P. (Kane/Kend) Section "A-107"

A. B. Gays
C. R. Gays
J. W. Gays

51



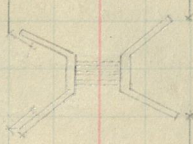
2-20' wood Panels

2-20' wood Panels

2582+70.5

M.P. 1074

1-300 Limit Sign



2635+70.5

M.P. 1075

SUMMARY

- 2 WX signs
- 1 Xing "
- 1 str. "
- 1 Rail Road
- 1 Brass Pole

5 B.W.

5 B.W.

50'

50'

2453+47° F.C. 50° L.

53+71° E. Cook Crt. Gt.

53+90° F.C. 12° R.

54+07° F.C. 50° L.

54+11° E. Pub Road.

54+14° F.C. 50° R.

54+33° F.C. 12° L.

54+56° E. Cook Crt. Gt.

2454+64° E. - 1.12" x 33" Vit. Pipe - Brk. end. "B-1077"

54+75° F.C. 50° R.

2468+16° E. - 1.24" x 37" Vit. Pipe Brk. end. "A-1077"

77+52° E. - 3-20' Wood Pencil R. 50°

77+92 Pa. Xing

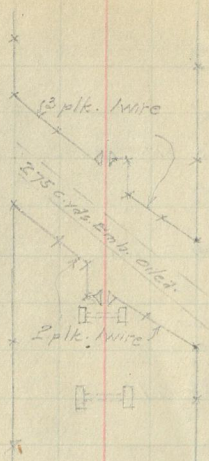
78+30° E. - 3-20' Wood Pencil - 50° L. Cattle Pass

88+13° E. 16' American Iron Wire S. 50° L.

88+52° E. Farm Xing. 75 S. W. Exch.

2488+80° E. 16' American Iron Wire S. 50° R.

2517+72° E. end 56' B.D. Pile Tres Crea. "A-1076"



*2477+73.2

N.R. 1076

SUMMARY:
 3. Cross Poles.
 2. H.C. Take of 15-14 yds.

200' on 1/4" B.M.

2-20' Wood Panels

2-20' Wood Panels



*2530+53.8

N.R. 1075

SUMMARY:
 2-WX Signs
 1-Xing "
 1-Rail Road
 2-H.C. Take of 15-14 yds.

X 50' 50' X

2383+02.8 £ 1-20"x35" Vit. Pipe Brk. ends "D-1078"

2391+31.8 F.C. 50° R.

91+67.8 £ Cook Cat. Gd.

91+89° F.C. 10° L.

91+92.5 F.C. 50° R.

92+08.5 £ Pub. Xing.

92+29° F.C. 50° L.

92+30.1 F.C. 10° R.

92+54.4 £ Cook Cat. Gd.

92+91.5 F.C. 50° L.

2395+49.4 £ 1-24"x39" Vit. Pipe Brk. ends "C-1078"

2408+55.3 £ 1-24"x52" Vit. Pipe Brk. ends "B-1078"

19+95.5 £ 16' Amer. Iron Wire G. 50° R.

20+17.3 £ Form Xing.

2420+38.2 £ 16' American Iron Wire G. 50° L.

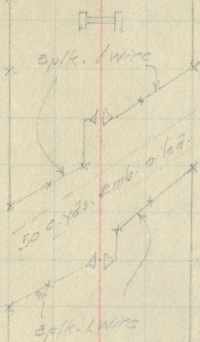
2420+58.2 £ 1-12"x10" x 14' Wood Box - A-1078

2436+85.2 £ 3-36"x14" C.I.P. Siphon "D-1077" Com. H. H. H.

2438+29.2 £ 1-12"x12" x 16' Wood Box - C-1077

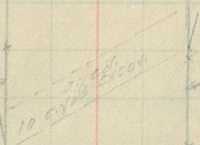
50' x 50' 2372+13.2

NR1078



- SUMMARY
1. Xing. Sign.
 2. WX "
 3. H.C. Take off 53yds
 1. Rail Rack

1-20' Wood Panels



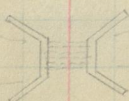
12-20' Wood Panels

5' B. wire

5' B. wire

2424+93.2

NR1077



- SUMMARY
2. WX Signs
 1. Xing "
 1. Brace Pole
 3. H.C. Take off

10/24/08

50' 50'

09+56.4 $\pm$ Public. Xing.

16+44.5 $\pm$ Public. Xing.

16+55.2 F.C. 50' L.

16+82.2 F.C. 10' L.

16+99.3 $\pm$ Cook Cat. G.

2317+21.5 F.C. 50' R.

2320+73.8 E. end 14' Bd. Pipe Trac. "C-1079"

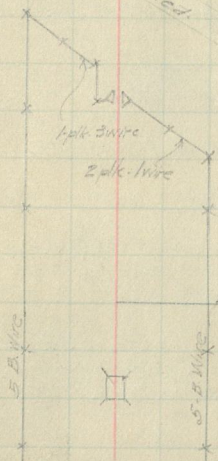
2324+18.6 E. end 42' Bd. Dk. Pipe Trac. "B-1079"

2352+25.0 $\pm$ Farm Xing. and 16' Amera. Wire Entas R. & L.

2368+62.9 1-20" x 33.8 Vit. Pipe Br. ends "A-1079"

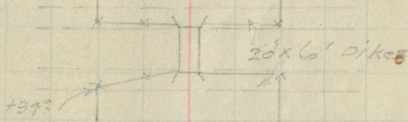
100 c. yds. Emb. oiled.

75 c. yds. Emb. oiled.



M.P. 10179

SUMMARY.
2. WX. Signs.
1- 3to.
3. H.C. Take off 5.3 yds.
1. Once Pak.



1-20' Wood Panel

5 c. yds. emb. oiled.

2-20' Wood Panels.



50' 50'

- DENAIR -

2300+60⁰ E. end of Barn 126' R.

23 02+24⁵ E. end Section Ho. 65' R.
 02+49⁰ E. end of 12'x14' Bunk Ho. 126' R.
 02+58² E. end Sec. Ho. Yard P. 40' R.

Industry

02+83⁷ E. H.B. of Passing Tr.

03+26⁶ E. end of Tool Ho. 20' L.

03+89³ 22'x32' steel elevated Tank, W. 15' L.
 03+70⁰ E. end - 14'x60' Bunk Ho. 126' R.
 03+79⁸ 2-8'x Buried Oil Tank. 31' L. (Wooden Tank)

04+78⁸ E. end of Pump Ho. 132' L.
 4+32⁷ " " " 5'x7' W.C. R.
 2307+40⁰ 2-24' Wood Tub. Tank - 20' L.

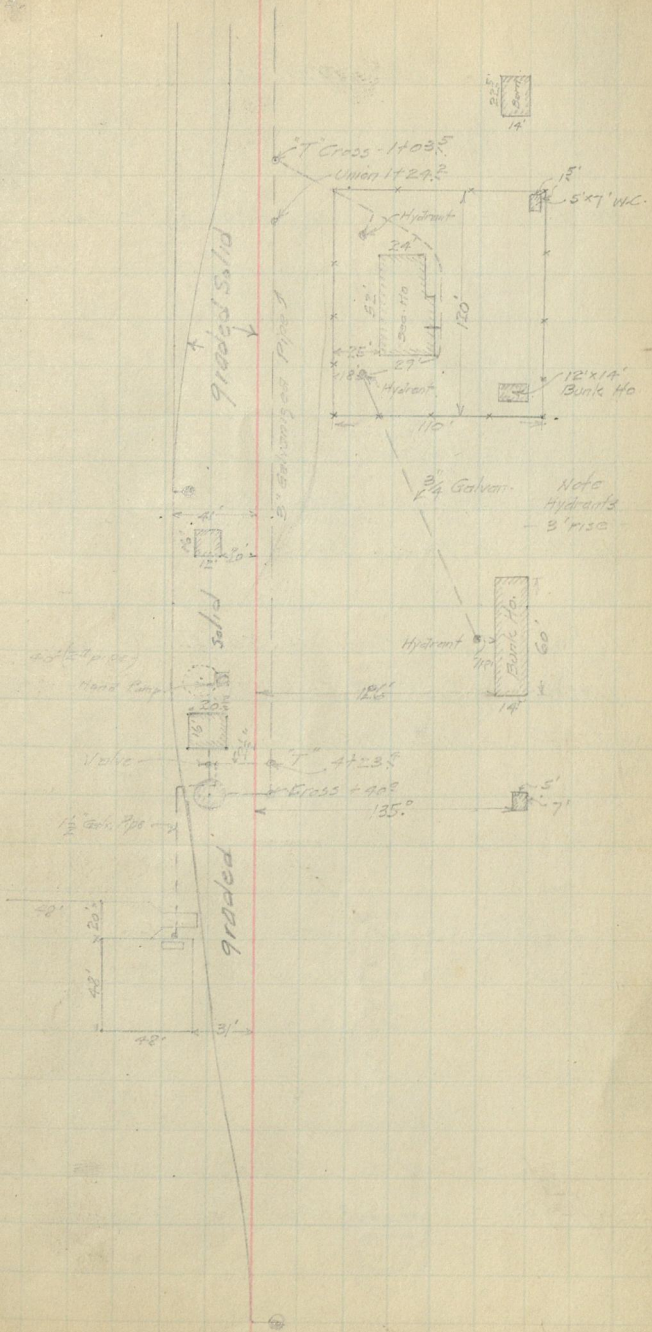
2306+43⁵ E. end Stock Pen.

Passing

2302+45⁷ E. H.B. Industry Siding

A.B. Boyd
 C.L. Patterson
 Jan. 1, 1918

66



- DENAIR -

22 9349.7 E. end of Lumber Shed - 67° L.

95+770 50° L. Lumber Shed.
95+905 E. end Lumber Office - 100° L.
95+962 E. Public Xing.

96+215 E. end Coal Ho. 50° L.

96+922 E. end of Scales (2x12) 90° L.

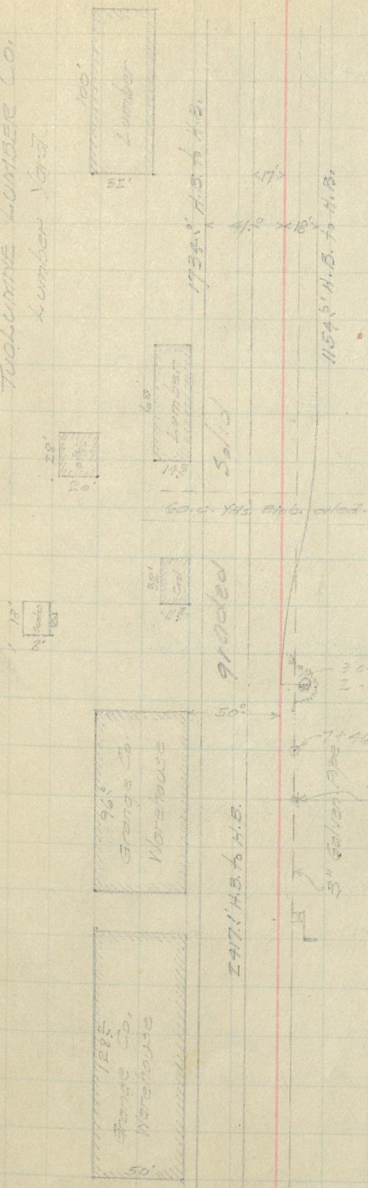
97+222 E. H.B. House Tr.

22 98+928 E. end of Warehouse 50° L.

98+535 E. Mail Crane - 10° B.

22 99+782 E. end of Warehouse 50° L.

TULLUM LUMBER CO.
Lumber Yard



1734' H.B. to H.B.

1134' H.B. to H.B.

groded

2417' H.B. to H.B.

2 60' x 40' R.R. R.R.
2 60' x 40' R.R. R.R.

7164.5 Union

T. Cross 7164.5

- DENAIR -

22 81+51⁵ F.C. 50° L.

22 81+71⁹ $\frac{1}{2}$ Cook. Cat GB. and F.C. 50° L.

22 82+16⁵ $\frac{1}{2}$ Highway Xing.

22 84+31⁹ W.H.B. Passing Track.

22 85+51⁹ W.H.B. Industry Siding.

22 85+69⁵ W.H.B. House Tracks

89+06⁴ E. end of Warehouse 50° L.

89+53⁹ $\frac{1}{2}$ Thermometer Case 65⁵° P.

89+59⁹ W. end of Park Fence 26⁵° P.

90+18⁷ E. end of Fruit Shed 40° L.

22 90+37⁵ E. end of Park Fence 26⁵° P.

90+85⁹ E. Semaphore on Iron pipe Pole 70° L.

91+59³ E. end of Depot - 32⁸° (32° N 10° E)

22 91+77³ E. end of Depot Platf.

130.20²³ 1912
F.D. Kimmie
R.R. 13642

M.R. 1081

2222+23° R-1081 20' 124' Cast Pipe to the Conc Hdwall

2244+45° ± Front Wing

2246+74° F-1081 40' R.R. 916 Truss Crco

2250+47° F-1081 40' 124' West Pipe, in Conc, Conc Hdwall (3) photos

M.R. 1080

2267+72° Cor. 50' R

2268+18° ± Cook Cattle Gd

68+33° Cor. 50' R

68+42° Cor. 12' L

68+48° ± Road Wing

2268+70° F-1080 18' 40' Sheet Iron Pipe Conc Hdwall

68+77° Cor. 11' R

68+87° Cor. 50' L

2269+02° ± Cattle Gd

2269+48° Cor. 50' L

22131732

1801

2 W.X. 5190

1-5/4 "

R-Car Scaff - 60ys



2-18' Wood Panels →

100ys Emb
oiled

← 2-18' Wood Panels



513W

513W

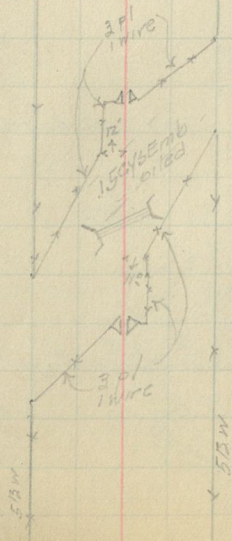
22661532

1801

4-X179 5190

5 W.X. "

R-Car Scaff 80ys



M.P. 1082

2162+222 B-1082 20"X36" Vit Pipe Brick Ends

2177+57° Cor on L

77+76° $\frac{1}{2}$ Cook Cattle 38

77+93° Cor 12' R

78+16° $\frac{1}{2}$ Road King + Cor on R

78+20° Cor on L

78+40° Cor 11° L

78+57° $\frac{1}{2}$ Cook C.G.

2178+76° Cor 50' R

2208+48° A^A-1082 24"X24" Cast Pipe, Conc Hd walls (Siphon)

2211+50° Cor 50' L

2211+79° $\frac{1}{2}$ Cook C.G.

11+93° Cor 12' R

12+12° Cor 50' L

12+20° Cor on R + $\frac{1}{2}$ Road King

12+40° Cor 12' L

12+52° $\frac{1}{2}$ Cook C.G.

2212+80 Cor on R

21604939

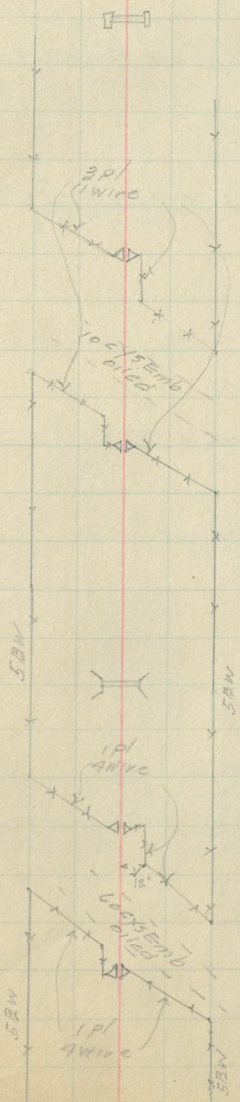
1082

2-Xing Signs

3-WX. "

1-Rail Road

3 car Setoff 14c/s



2064+82° Coron R
2065+85° $\frac{1}{2}$ Cook C-Gd

65+40° Cor 12' R
65+67° Cor on R
65+79° Coron L $\frac{1}{2}$ Road Wing
66+100° Cor 10' R
2066+26° $\frac{1}{2}$ Cook Gd
66+75° Cor 50' L

2082+20° $\frac{1}{2}$ Standard Framing

2092+02° B-1087 1-42" x 24" Cast Pipe Siphon (Cone
Hd walls)

M. 9 1083

2124+46° A-1022 42" x 18" Cast Pipe Siphon (Cone,
Hd walls)

2125+60° $\frac{1}{2}$ Framing

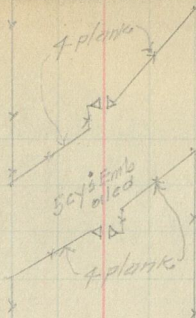
494225° Coron R

49+77.5° $\frac{1}{2}$ Cook C-Gd

50+05° $\frac{1}{2}$ Road Wing + Cor on R
+16° Cor 50' L

50+49.5° $\frac{1}{2}$ Cook C-Gd

2150+45° Cor on L



5 cy 3 Emb biled

1-20' Panel



2108+129

1083

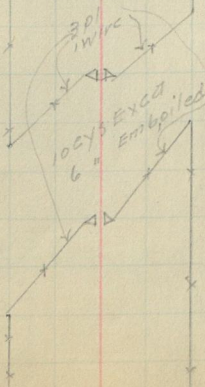


- 1-X 10' 3190
- 1-WX
- 3-car set off 9 cy

2-20' Wood Panels

2 cy 3 Emb

2-20' Panels



98+47° $\frac{1}{2}$ Cook Cattle Gd
1993+73° $\frac{1}{2}$ Roadking
99+11° $\frac{1}{2}$ Cook Cattle Gd

M.R. 1085

2012+30° $\frac{1}{2}$ Farming

2041+13° Cor on R

2041+27° $\frac{1}{2}$ Cook C. Gd

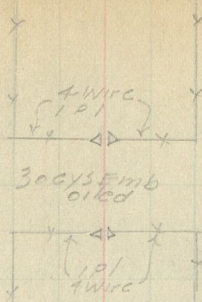
41+50° Cor 10' R
41+73° Cor on R
41+75° $\frac{1}{2}$ Roadking

2042+43° H-1085 R.I. Barms on Cook.

42+90° Cor on R

2055+33° M.P. 1084

2064+15° B-1084 1-30" X 24" Cast Pipe, Spho (Cook
Hill walls)



2002+47.4

1085

2 W.X. Signs

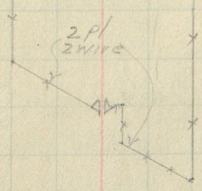
1- King "

3- Car set off 100ys

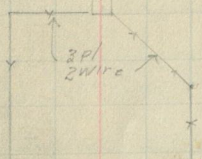
2-20 Wood Panels

300/5 Emb
oiled

3-20 Wood Panels



300/5 Emb
oiled



2055+382

1087

2 W.X. Signs

1- King "

3- Car set off 100ys

1- Rail Rack



- HUGHSON -

69+68' E End Bldg

69+98' W End Bldg

70+45' H.B. H² TRK

71+37' E End Bldg

72+26' E End Loading Platform

72+62' E End Bldg

73+30' $\pm$ Roadx'ing

75+26' H.B. 1st TRK

76+47' H.B. Pass TRK

1977+40' $\pm$ Cook Cattle G'd

1977+01' A⁵ 1086 40"x18" C.I. Pipe, Siphon. Comp. 1st Wail 16

60+87° Cor Garden - 2100

61+40° H.B. H² TRU

- HUGHSON -

62+15° Cor Garden - 2000

62+72° W End Depot

63+15° Semaphore g' R. (2 arms on
1 track)

63+67° H.B. Ind TRU

63+83° E End Depot

64+03° E End Bldg

64+23° E End FRT Platform

65+32° E End W.C.

65+44° E End Bldg

65+98° E End Bldg

67+67° W End Bldg

68+21° E End Bldg

69+07° E End Bldg

Done m^d.

- HUGHSON -

56+02° End Book Ho

57+51° $\frac{1}{2}$ Wells Windmill

57+82° $\frac{1}{2}$ Wood Tub water Tanks

58+41° E End Sec H2

58+87° E End W.C.

58+99° E. Cor Bdg

58+99° Cor fence R

60+60° Mail Crane 10' R.

196+00° $\frac{1}{2}$ Street Xing

- Hogbosc -

M.P. 1086

1950+258 B-1086 20' 82.25' Seal Rpc Brick
H.M.W.

1950+838 ± Seal C.G.

1951+202 H.R. Pans TRO

54+206 E. End Tool

54+636 E. End M.C.

M.B.S.

1747 + 739(?)
67

1086

S.B.W.

3-WX. Signs

MAKING
CON. SIGNATURE

2 X 109 "

1 sta "

2 - Car Set off 12 cys

OK
W/S

101
2 EV

40

101
2 BW

M.B.S.

S.B.W.

16
10
10
10

136°

38
52 W.C.

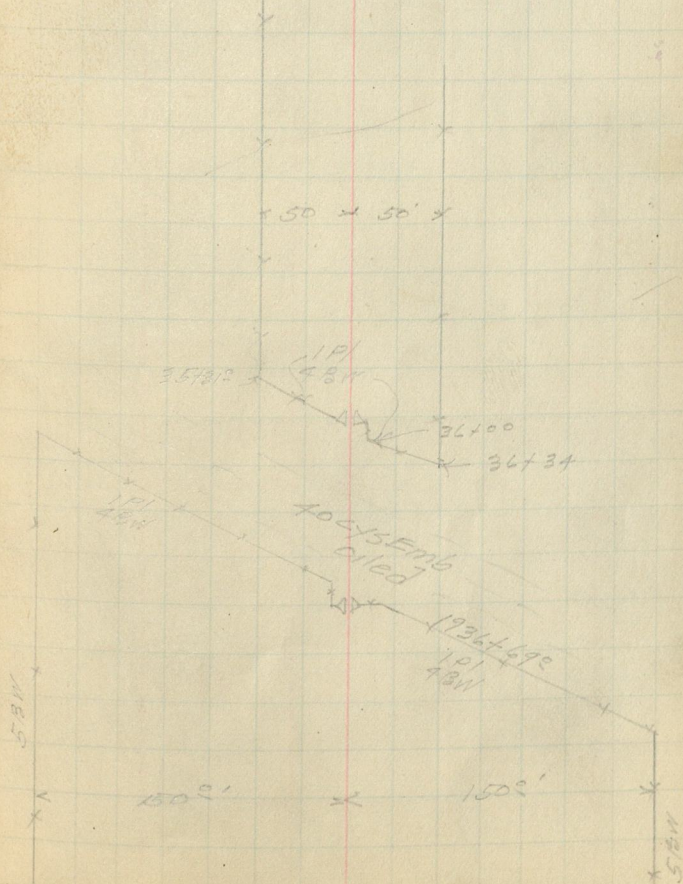
151

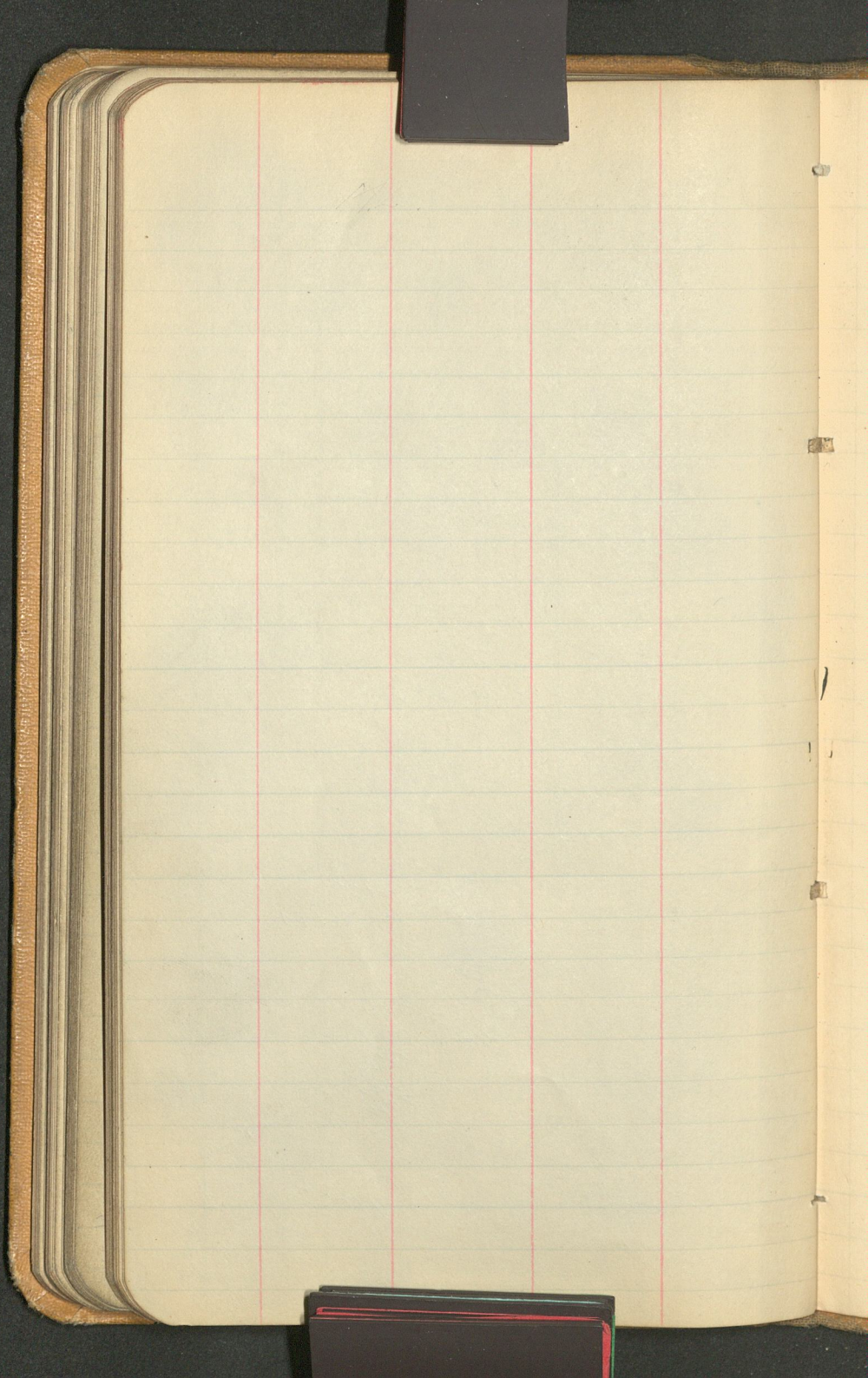
- Hughson -

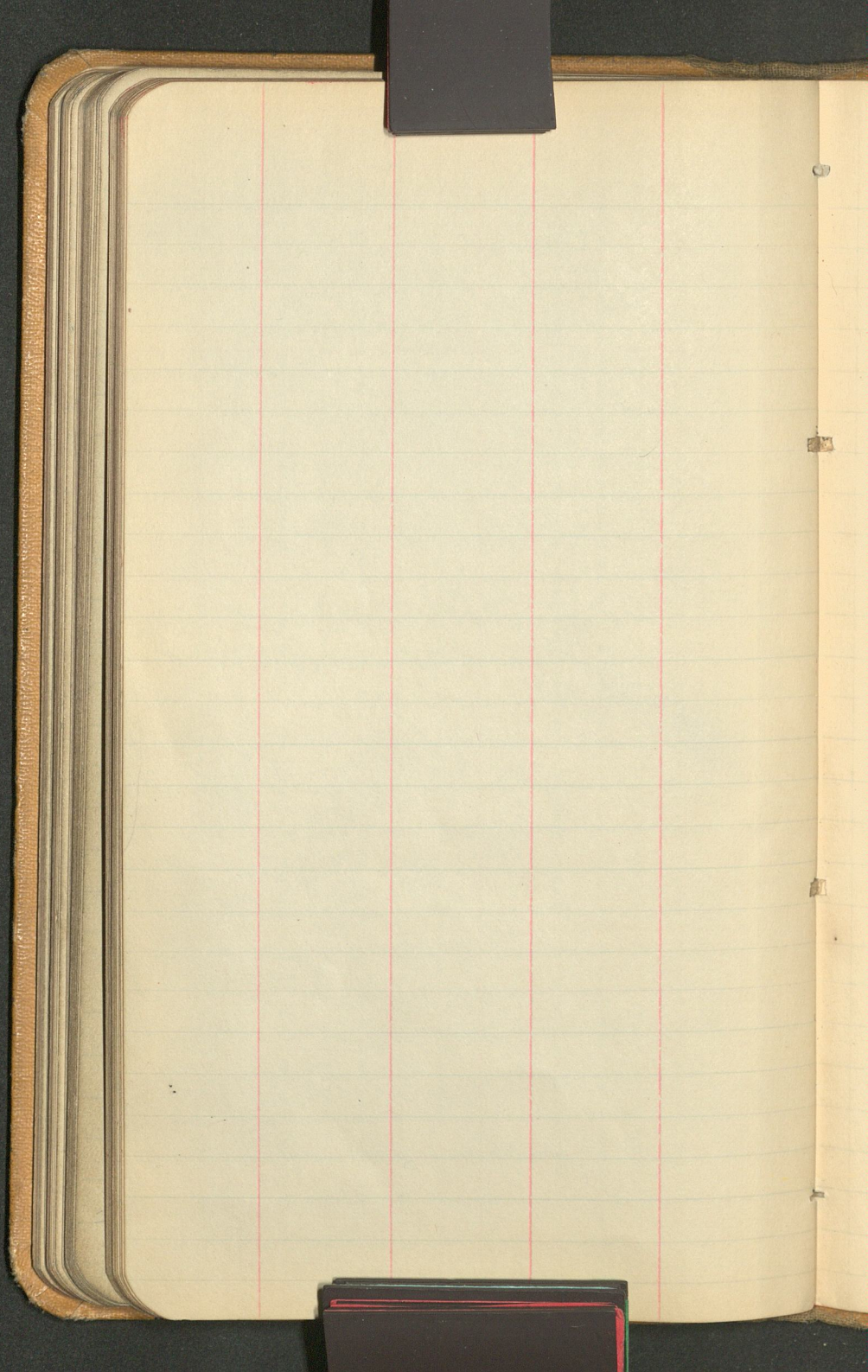
35179^u $\pm$ Cook C. Gd

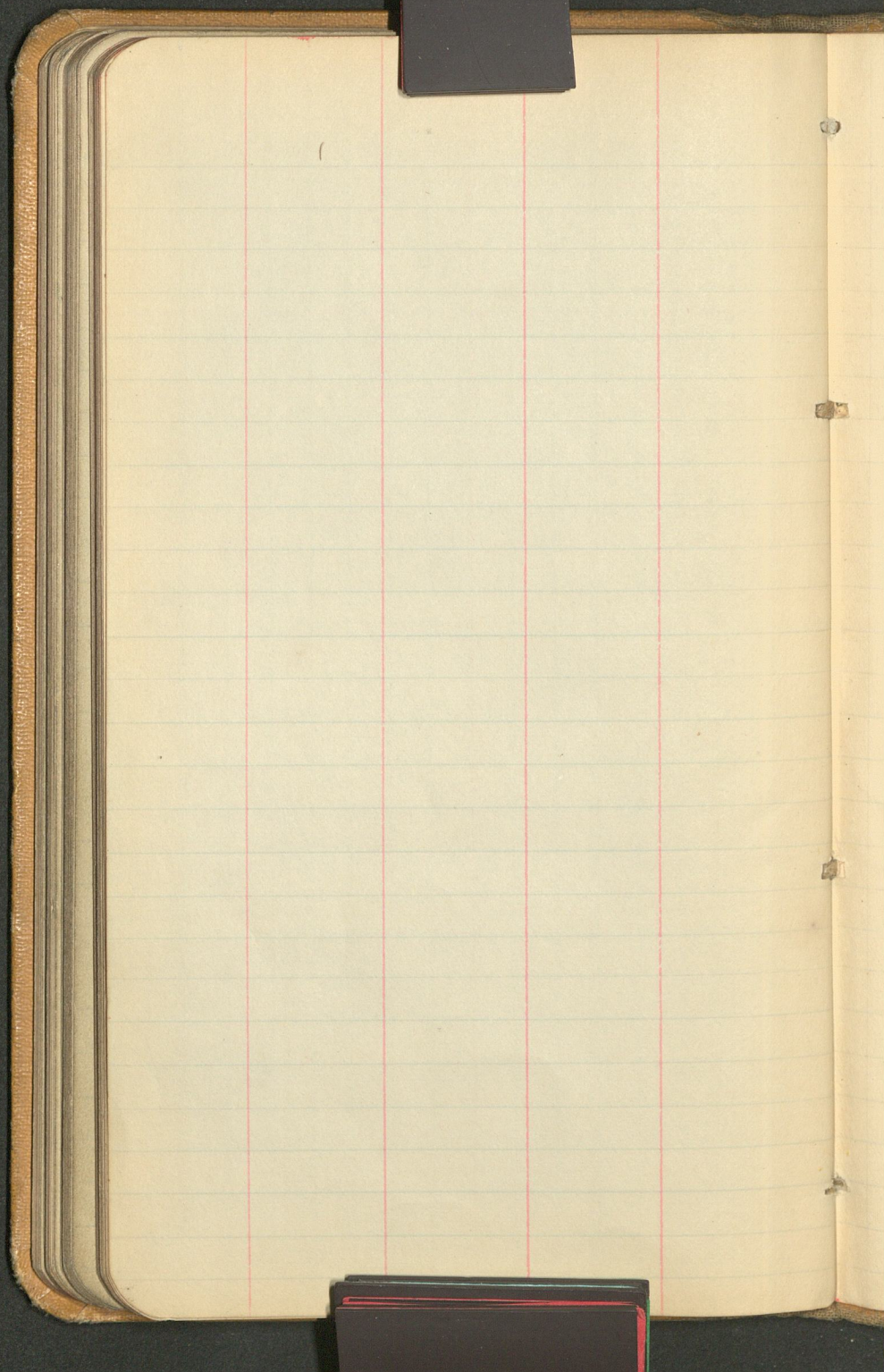
1936+76^o $\pm$ Cook C. Gd

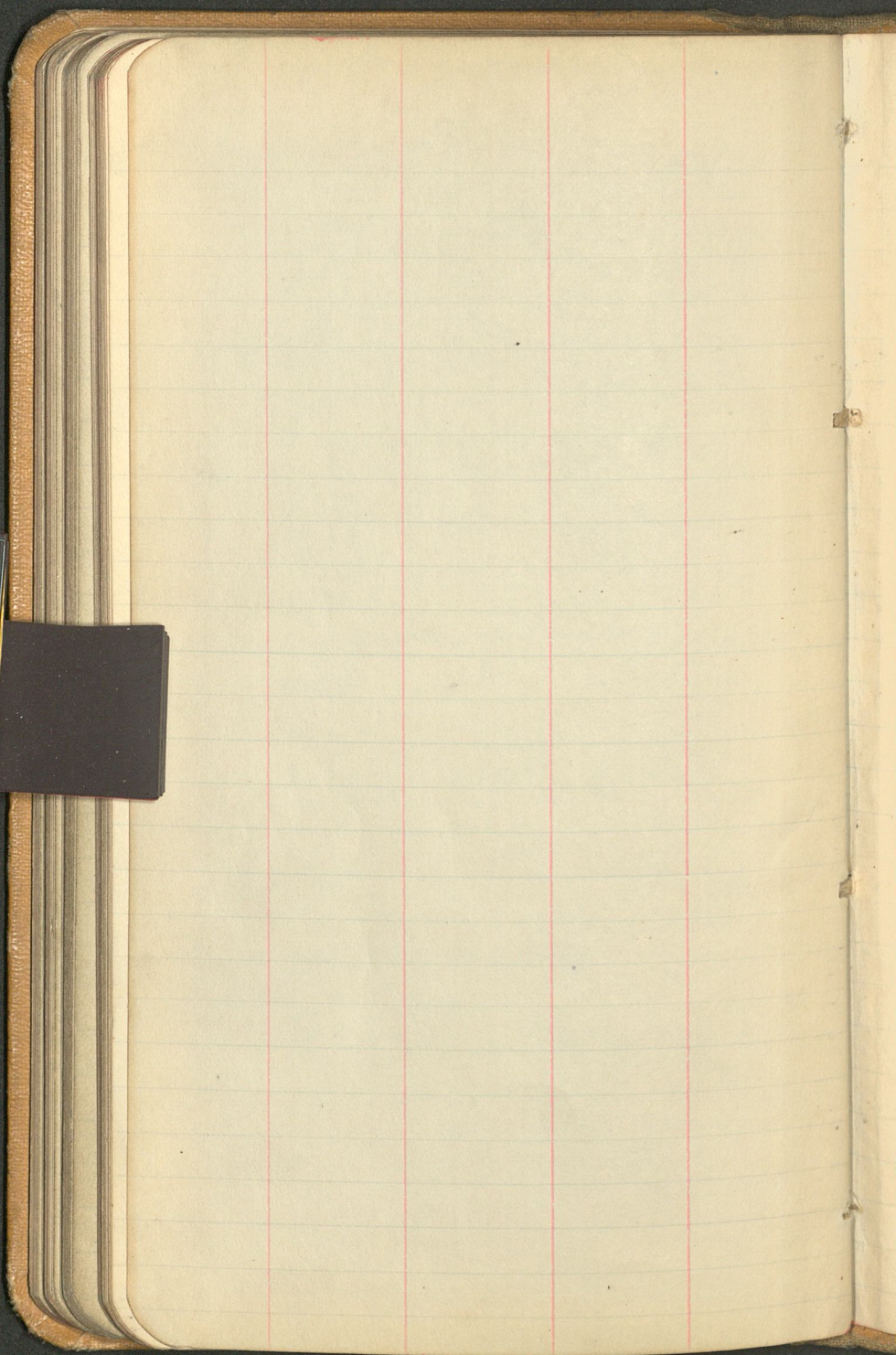
8/20/77

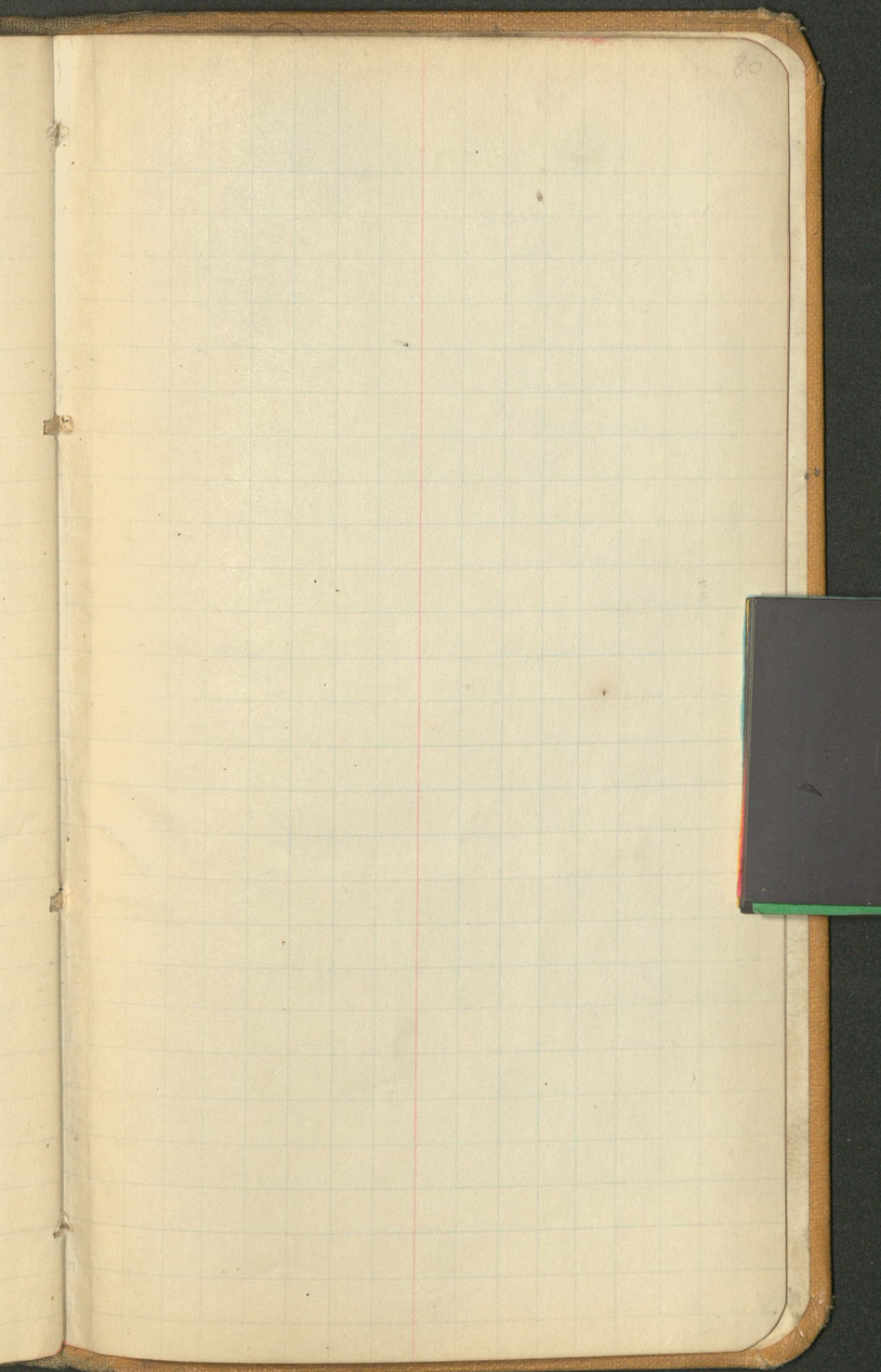


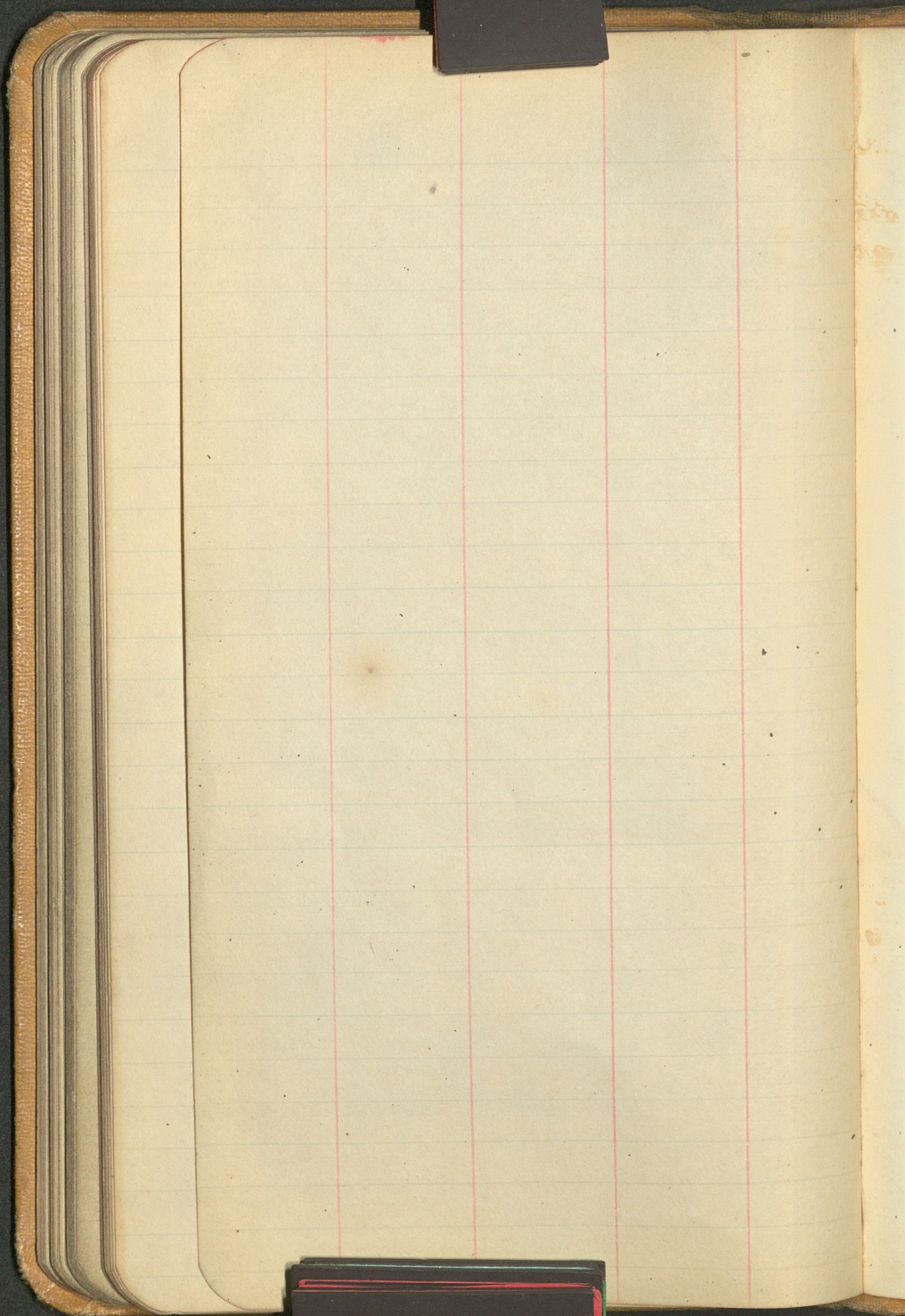












2 wt
1 yd hunt

1 sta
11 xing
1 rail rock
11 wt

222 + 28' 10.0
37 + 18' 0.0

$$\begin{array}{r} 32 \\ 40 \\ \hline 1229 \end{array}$$

$$\begin{array}{r} 22 \\ 16 \\ \hline 198 \\ 22 \\ \hline 528 \end{array} 78 + 182$$

68
522

$$\begin{array}{r} 11 \\ 22 \\ \hline 32 \\ 32 \\ \hline 262 \\ 162 \\ \hline 192 \\ 2989 \end{array}$$

$$\begin{array}{r} 3496 + 352 \\ 3989 \\ \hline 2 + 270 \\ 4609 \\ \hline 914750 \end{array}$$

$$\begin{array}{r} 96 + 259 \\ 20 + 862 \\ \hline 117222 \end{array}$$

$$\begin{array}{r} 2 \\ 11 \\ \hline 96 \\ 10568 \\ \hline 1064 \end{array}$$

$$\begin{array}{r} 2491 + 75 \\ 5422 \\ \hline 86 + 52 \\ 68 \\ \hline 8720 \\ 82 \end{array}$$

$$\begin{array}{r} 96 + 259 \\ 20 + 862 \\ \hline 70496 \end{array}$$

$$\begin{array}{r} 85167 \\ 362 \\ \hline 82 + 89 \\ 10 + 62 \\ \hline 98 \end{array}$$

75788

108

$$\begin{array}{r} 22 \\ 20 \\ \hline 51 + 44 \end{array}$$

5400

16 13

$$\begin{array}{r} 22+08 \\ 24-06 \end{array}$$

$$\begin{array}{r} 33 \\ 13 \\ \hline 46 \end{array}$$

$$\begin{array}{r} 46+71 \\ 37 \\ \hline 117 \end{array}$$

$$\begin{array}{r} 74+63 \\ 76+33 \end{array}$$

$$266$$

$$368$$

$$\begin{array}{r} 32+08 \\ 24-06 \\ 66 \end{array}$$

$$\begin{array}{r} 75+18 \\ 37 \\ \hline 113 \end{array}$$

$$\begin{array}{r} 71+37 \\ 69+98 \\ \hline 138 \end{array}$$

$$\begin{array}{r} 258+162 \\ 100+65 \\ \hline 423 \end{array}$$

$$\begin{array}{r} 97+153 \\ 37 \\ \hline 134 \end{array}$$

$$\begin{array}{r} 115 \\ 37 \\ \hline 152 \end{array}$$

$$268$$

$$\begin{array}{r} 429+76+171 \\ 125 \\ 195 \\ \hline 700 \end{array}$$

$$\begin{array}{r} 62+72 \\ 1+10 \\ \hline 134 \end{array}$$

$$\begin{array}{r} 39 \\ 33 \\ \hline 72 \end{array}$$

$$\begin{array}{r} 86+52 \\ 130 \\ \hline 216 \end{array}$$

$$\begin{array}{r} 62+82 \\ 4+62 \\ \hline 108 \end{array}$$

$$\begin{array}{r} 117 \\ 117 \\ \hline 234 \end{array}$$

$$\begin{array}{r} 165 \\ 73 \\ \hline 238 \end{array}$$

$$\begin{array}{r} 80+79-228 \\ 238 \end{array}$$

$$\begin{array}{r} 165 \\ 170 \end{array}$$

$$\begin{array}{r} 181 \\ 37 \\ \hline 218 \end{array}$$

